



No. 29  
19 JULY 2003



UNITED STATES OF AMERICA

# NOTICE TO MARINERS



Published Weekly by the  
National Imagery and Mapping Agency

Prepared Jointly with the  
National Ocean Service and U.S. Coast Guard

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**Visit the Maritime Safety Information Division website at**  
**<http://pollux.nss.nima.mil/>**



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## IMPORTANT INFORMATION

The Notice to Mariners is published by the National Imagery and Mapping Agency (NIMA), under the authority of Department of Defense Directive 5105.40, to advise mariners of important matters affecting navigational safety, including new hydrographic discoveries, changes in channels and navigational aids, etc. (U.S. Code Title 10, Sec. 442 and Title 44, Sec. 1336 refer). Nothing in the arrangement of information implies endorsement or acceptance by NIMA in matters affecting the status and boundaries of States and territories. The Notice to Mariners presents corrective information affecting charts, NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other products produced by the National Imagery and Mapping Agency, National Ocean Service and U.S. Coast Guard.

Information for the Notice to Mariners is contributed by the following Agencies: National Imagery and Mapping Agency (NIMA) (Department of Defense) for waters outside the territorial limits of the United States; National Ocean Service (NOS) (Department of Commerce), which is charged with the surveys and charting of the coasts and harbors of the United States and its territories; the U.S. Coast Guard (USCG) (Department of Transportation), which is responsible for the safety of life at sea and the establishment and operation of aids to navigation; and the U.S. Army Corps of Engineers (Department of Defense), which is charged with the improvement of rivers and harbors of the United States. In addition, important contributions are made by foreign hydrographic offices and cooperating observers of all nationalities.

For further information concerning NIMA hydrographic products and services, including the Maritime Safety Information Website, users may contact:

<u>Name</u>	<u>Telephone</u>	<u>DSN</u>	<u>FAX</u>
Maritime Safety Information Division	301-227-5006	287-5006	301-227-5745
World-Wide Navigational Warning Service	301-227-3147	287-3147	301-227-3731
Fleet Liaison Officer	301-227-3120	287-3120	301-227-4211
Maritime Safety Information Website	301-227-3296	287-3296	301-227-4211
Notice to Mariners: Regions 1 and 2	301-227-3122	287-3122	301-227-3175
Notice to Mariners: Regions 3, 4, 5	301-227-3146	287-3146	301-227-3175
Notice to Mariners: Regions 6 thru 9	301-227-3146	287-3146	301-227-3175
Sailing Directions, Fleet Guides	301-227-3183	287-3183	301-227-3174
Navigation Science Publications	301-227-3120	287-3120	301-227-3731
Distribution Issues	301-227-7652	287-7652	301-227-4211

The Maritime Safety Information Website can be accessed directly at (<http://pollux.nss.nima.mil>). For your convenience NIMA provides three e-mail addresses. For information affecting Notice to Mariners use NavNotices@nima.mil, for information affecting Sailing Directions and all other navigational publications use SDPUBS@nima.mil, for information concerning the Maritime Safety Information Website, use webmaster\_nss@nima.mil.

Mariners are requested to notify NIMA of discrepancies in charts and publications, using the Marine Information Report and Suggestion Sheet at the back of this Notice to Mariners. This form should also be used to report permanent changes, additions, or deletions from charted or published information. Reports which constitute an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. All reports are greatly appreciated. Marine Information Report and Suggestion sheets received during the past week were submitted by the following observers:

<u>Observer</u>	<u>Ship/Organization</u>
Second Officer Richard Behling	OVERSEAS NEW ORLEANS

**Cover Photo:** The **USS KEARSARGE (LHD-3)** is the third in a series of seven *WASP* class multipurpose amphibious assault ships built by Ingalls Shipbuilding in Pascagoula, MS. **KEARSARGE** is the fourth ship to bear this name, with an historical lineage that dates back to the Civil War. Hers is one of only two names that Congress has mandated the US Navy will always have a ship named. Her principal mission is to embark, deploy, land and support a Marine landing force. The ship is specifically designed to accommodate Air Cushion Landing Craft (LCAC) for fast troop movement over the beach, and AV-8B Harrier aircraft to provide close-in air support for the assault force. **KEARSARGE** can also carry as many as 26 Navy/USMC helicopters for troop movement, air support and Search and Rescue Operations. The ship's extensive medical facilities include six fully-equipped operating rooms and a 600-bed hospital for combat support, as well as for humanitarian missions during peacetime. Commissioned 16 October 1993, the **KEARSARGE** is 844 feet in length, has a beam of 110 feet, a draft of 28 feet and can accommodate a crew of 1,009 sailors and 73 officers. During her recent deployment in support of Operation Enduring/Iraqi Freedom, the **KEARSARGE** served as the flagship for Commander, Amphibious Task Force EAST, and carried more than 1,700 Marines from the Second Marine Expeditionary Brigade to the Northern Arabian Gulf. The homeport of the **KEARSARGE** is Norfolk, Virginia.

INFORMATION  
OF  
SPECIAL INTEREST  
OR  
IMPORTANCE  
TO  
MARINERS

**NM 29/03**

# HYDROGRAM

**National Imagery and Mapping Agency  
Bethesda, MD 20816-5003**

SPECIAL  
ANNOUNCEMENTS  
\_\_\_\_\_  
NEW PRODUCTS  
OR SERVICES  
\_\_\_\_\_  
IMPORTANT  
CHANGES

**19 July 2003**

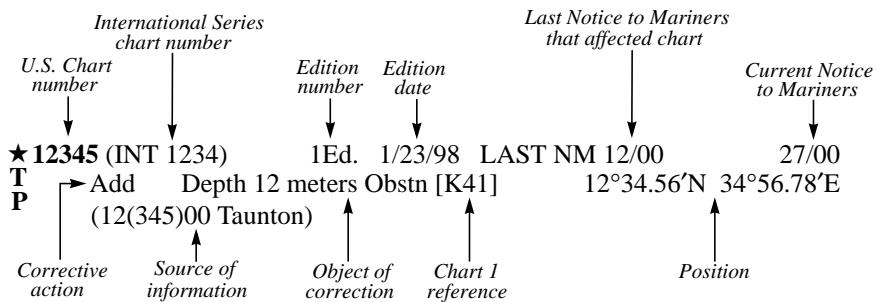
## UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE

THE UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE (NIS), OPERATED BY THE USCG NAVIGATION CENTER, PROVIDES INFORMATION FOR ALL RADIONAVIGATION SYSTEMS. SEE SECTION III.

## EXPLANATION OF CONTENTS

The Notice to Mariners contains corrective information affecting nautical charts, the NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other related nautical publications. The information contained in these corrections is important to safe navigation. It is the user's responsibility to decide which of their charts and publications require correction. Consult the U.S. Coast Guard Local Notice to Mariners for information pertaining to waterways within the United States that are not normally used by oceangoing vessels. Because of the sometimes transitory nature of aids to navigation, depths and port information, local area sources should be consulted whenever possible. This publication is not required to be maintained intact. Portions may be separated for correction or attachment to an affected product. The Notice to Mariners is divided into the following sections:

**Section I-1** contains corrections to nautical charts listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to U.S. Chart 1 Nautical Chart Symbols, Abbreviations and Terms for additional information pertaining to the correcting of charts. The illustration below describes the elements that comprise a typical chart correction:



A chart correction preceded by:

- ★ indicates that it is based upon original U.S. source information.
  - T indicates that it is temporary in nature.
  - P indicates that it is preliminary, and that permanent corrective action will appear in a future Notice to Mariners.
- The letter **M** immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter **M** is not a part of the chart number.
- The letter **N** preceding the current Notice to Mariners number indicates that the affected chart is on Limited Distribution and is normally only for use by U.S. Navy, government-owned or -chartered vessels.
- Courses and bearings are given in degrees true.
- Light sectors are expressed in degrees true from the vessel TOWARD the light.
- The visible range(s) listed for lights is normally the nominal range (the distance at which it can be seen in clear weather), expressed in nautical miles, except in the Great Lakes where it is expressed in statute miles.
- The colors of structures and lights of navigational aids are abbreviated in accordance with Chart 1.
- Section I-2\*** contains all chartlets, depth tabulations and notes associated with the chart corrections in Section I-1. Chartlets and depth tabulations supersede all previous information portrayed.
- Section I-3** lists all NIMA and NOS charts which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the oldest Summary of Corrections or the chart's announcement, whichever is later.

**Section II-1** is a weekly listing of corrections to the NIMA Hydrographic Products Catalog, including new charts and publications. It also contains the latest price category information.

**Section II-2\*** contains corrections to navigation publications, including Sailing Directions, Coast Pilots, Fleet Guides, Radio Navigational Aids (Pub. 117), *The American Practical Navigator* and other related nautical publications.

**Section II-3\*** lists weekly updates to the USCG Light Lists.

**Section II-4\*** lists weekly updates to the NIMA List of Lights.

**Section II-5** lists all NIMA, NOS and USCG navigation publications which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the publication's announcement.

**Section III-1** lists the message number of all in-force Navigational Warnings, and the text of those warnings promulgated during the previous week. Notice to Mariners Nos. 13, 26 and 39 list a summary of all in-force Navigational Warnings for the preceding quarter. Notice to Mariners No. 52 lists a complete summary of all in-force Navigational Warnings.

**Section III-2** contains miscellaneous information of particular interest to the maritime community.

\*The left-hand pages of these sections are intentionally blank.

**SECTION I  
CHART CORRECTIONS**

**NM 29/03**

<b>400</b> (INT 400) 3Ed. 12/25/93 LAST NM 45/02 29/03				
Add Dashed-line circle "Obstn"	27°37'N 89°13'W			
Dashed-line circle "Obstn"	27°06'N 91°06'W			
Dashed-line circle "Obstn"	26°05'N 88°58'W			
Dashed-line circle "Obstn"	25°55'N 91°08'W			
(23/03 CG8)				
<b>401</b> (INT 401) 5Ed. 6/15/91 LAST NM 14/03 29/03				
Add Dashed-line circle "Obstn"	27°37'N 89°13'W			
Dashed-line circle "Obstn"	27°06'N 91°06'W			
Dashed-line circle "Obstn"	26°05'N 88°58'W			
Dashed-line circle "Obstn"	25°55'N 91°08'W			
(23/03 CG8)				
<b>411</b> 49Ed. 3/03 LAST NM 26/03 29/03				
Add Dashed-line circle "Subm mooring L1" (cov 38fms)	27°37'N 89°13'W			
Dashed-line circle "Subm mooring L2" (cov 38fms)	27°06'N 91°06'W			
Dashed-line circle "Subm mooring L3" (cov 38fms)	26°05'N 88°58'W			
Dashed-line circle "Subm mooring L4" (cov 38fms)	25°55'N 91°08'W			
(23/03 CG8)				
<b>1115A</b> Ed. 10/02 LAST NM 27/03 29/03				
Add Dashed-line circle "Subm mooring L1" (cov 38fms)	27°36.6'N 89°13.4'W			
(23/03 CG8)				
<b>1116A</b> Ed. 11/02 LAST NM 27/03 29/03				
Add Dashed-line circle "Subm mooring L2" (cov 38fms)	27°05.7'N 91°06.4'W			
(23/03 CG8)				
<b>*11004</b> 7Ed. 10/29/94 LAST NM 27/03 29/03				
Add Dashed-line circle "Subm mooring L1" (cov 70m)	27°36.6'N 89°13.4'W			
Dashed-line circle "Subm mooring L2" (cov 70m)	27°05.7'N 91°06.4'W			
Dashed-line circle "Subm mooring L3" (cov 70m)	26°05.3'N 88°57.8'W			
Dashed-line circle "Subm mooring L4" (cov 70m)	25°55.4'N 91°07.9'W			
(23/03 CG8)				
<b>11006</b> 30Ed. 4/20/02 LAST NM 27/03 29/03				
Add Dashed-line circle "Subm mooring L1" (cov 38fms)	27°36.6'N 89°13.4'W			
Dashed-line circle "Subm mooring L3" (cov 38fms)	26°05.3'N 88°57.8'W			
(23/03 CG8)				
<b>11316</b> 39Ed. 3/03 LAST NM 26/03 29/03				
Change Visibility (range) of light to 5M (23/03 CG8)	28°32'21"N 96°15'31"W			
<b>*11317</b> 29Ed. 2/16/02 LAST NM 26/03 29/03				
Change Visibility (range) of light to 5M (23/03 CG8)	28°32'21"N 96°15'31"W			
<b>11319</b> 31Ed. 2/03 LAST NM 26/03 29/03				
<b>(Side B)</b>				
Change Visibility (range) of light to 5M (23/03 CG8)	28°32'20.5"N 96°15'30.7"W			
<b>11323</b> 59Ed. 3/30/02 LAST NM 27/03 29/03				
Add Tabulation of controlling depths from Subsection I-2 (NOS)				
<b>*11324</b> 32Ed. 3/16/02 LAST NM 25/03 29/03				
Add Tabulation of controlling depths from Subsection I-2 (NOS)				
<b>*11327</b> 96Ed. 11/02 LAST NM 23/03 29/03				
Add Tabulation of controlling depths from Subsection I-2 (NOS)				
<b>*12333</b> 32Ed. 10/02 LAST NM 23/03 29/03				
Add Tabulation of controlling depths from Subsection I-2 (NOS)				
<b>*12347</b> 29Ed. 12/9/00 LAST NM 27/03 29/03				
Delete Light "65" 41°52'08"N 73°56'29"W				
Add Light Fl 2.5s 52ft 6M 41°52'06.8"N 73°56'29.1"W (22/03 CG1)				

## SECTION I

★12348	33Ed. 12/23/00 LAST NM 27/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)	29/03	16561	1Ed. 1/20/01 LAST NM 13/01 Substitute Depth 4 fathoms 1 foot Rk [K14.2] for 14 fathoms 56°09'39"N 158°05'25"W Depth 4 fathoms 4 feet Rk [K14.2] for 11 fathoms 56°09'03"N 158°07'45"W	29/03
★12350	57Ed. 8/02 LAST NM 49/02 Relocate Buoy "1R" from 40°35'17.3"N 73°51'15.4"W to 40°35'18.8"N 73°51'16.0"W (22/03 CG1)	29/03	Add (NOS)	Islet with legend "3" [K10] 56°08'16"N 158°09'13"W	
13000	Ed. 12/14/84 LAST NM N26/03 Add Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (22/03 CG1)	N29/03	★16566	10Ed. 2/20/99 LAST NM 17/02 Substitute Depth 4 1/4 fathoms Rk [K14.2] for 14 fathoms 56°09'39"N 158°05'25"W Depth 4 3/4 fathoms Rk [K14.2] for 11 fathoms 56°09'03"N 158°07'45"W	29/03
13003	46Ed. 1/03 LAST NM 23/03 Add Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (22/03 CG1)	29/03	Add (NOS)	Depth 5 1/2 fathoms 56°12'28"N 158°08'57"W Islet with legend "3" [K10] 56°08'16"N 158°09'13"W	
13006	30Ed. 7/02 LAST NM 26/03 Add Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (22/03 CG1)	29/03	17320	15Ed. 3/6/99 LAST NM 13/03 Substitute Depth 6 1/2 fathoms for 7 fathoms 57°23.8'N 135°53.8'W	29/03
13260	38Ed. 4/27/02 LAST NM 26/03 Add Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (22/03 CG1)	29/03	Add (NOS)	Rock awash [K12] 57°24.4'N 135°53.2'W Depth 2 1/4 fathoms 56°59.4'N 135°42.2'W	
13263	7Ed. 4/24/99 LAST NM N26/03 Add Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (22/03 CG1)	N29/03	★17323	10Ed. 7/10/93 LAST NM 22/03 Substitute Depth 4 fathoms 3 feet for 8 fathoms 57°24'34.9"N 135°54'38.3"W Depth 6 fathoms 3 feet for 9 fathoms 57°24'32.8"N 135°54'51.3"W	29/03
13264	103Ed. 1/7/95 LAST NM 26/03 Add Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (22/03 CG1)	29/03	Depth 3 fathoms 2 feet for 9 fathoms 57°24'14.4"N 135°54'45.9"W Depth 6 fathoms 5 feet for 10 fathoms 57°23'56.4"N 135°54'09.3"W		
13288	40Ed. 2/2/02 LAST NM 51/02 Add Designation "CIL" to buoy (22/03 CG1)	29/03	Depth 6 fathoms 3 feet for 7 fathoms 57°23'49.9"N 135°53'45.1"W Depth 5 fathoms for 9 fathoms 57°24'16.8"N 135°53'13.0"W		
13290	34Ed. 2/24/01 LAST NM 16/03 Add Designation "CIL" to buoy (22/03 CG1)	29/03	Depth 4 fathoms 3 feet for 5 fathoms 57°23'52.1"N 135°52'15.0"W Depth 4 fathoms 3 feet for 8 fathoms 4 feet 57°20'15.9"N 135°52'07.9"W		
★13292	36Ed. 3/16/02 LAST NM 16/03 Add Designation "CIL" to buoy (22/03 CG1)	29/03	Depth 3 fathoms for 8 fathoms 1 foot 57°20'10.1"N 135°51'33.3"W Depth 1 fathom for 4 fathoms 3 feet 57°20'03.9"N 135°51'32.6"W		
★13325	14Ed. 11/4/95 LAST NM 2/03 Add Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (22/03 CG1)	29/03	Add	Depth 5 fathoms 5 feet, blue tint and enclosing depth contour (10-fathom) centered 57°24'18.5"N 135°55'02.5"W	
14003	6Ed. 4/27/96 LAST NM 12/03 Add Superbuoy ODAS [Q58] "44027" Y, Fl(4) Y 20s (22/03 CG1)	29/03	Depth 3 fathoms, blue tint and enclosing depth contour (5-fathom) centered 57°24'04.5"N 135°54'28.1"W		
16011	35Ed. 12/2/00 LAST NM 8/03 Add Islet with legend "(3)" [K10] Depth 4 1/4 fathoms Rk [K14.2] Depth 4 3/4 fathoms Rk [K14.2] Depth 5 1/2 fathoms (NOS)	29/03	Depth 2 fathoms 3 feet, blue tint and enclosing depth contour (3-fathom) centered 57°24'05.5"N 135°54'06.9"W		
16013	28Ed. 4/14/01 LAST NM 21/03 Add Islet with legend "(3)" [K10] Depth 4 1/4 fathoms Rk [K14.2] Depth 4 3/4 fathoms Rk [K14.2] Depth 5 1/2 fathoms (NOS)	29/03	Depth 2 fathoms, blue tint and enclosing depth contour (10-fathom) centered 57°24'10.9"N 135°53'43.1"W		
			Depth 1 fathom 4 feet, blue tint and enclosing depth contour (3-fathom) centered 57°23'58.3"N 135°51'52.8"W		
			Depth 5 fathoms 2 feet, blue tint and enclosing depth contour (10-fathom) centered 57°20'32.6"N 135°50'55.7"W		
			Depth 3 fathoms 3 feet, blue tint and enclosing depth contour (5-fathom) centered 57°20'28.1"N 135°52'59.8"W		
			Depth 2 fathoms 2 feet, blue tint and enclosing depth contour (3-fathom) centered 57°20'08.5"N 135°52'50.3"W		
			Depth 2 fathoms 2 feet, blue tint and enclosing depth contour (3-fathom) centered 57°19'59.6"N 135°51'31.9"W		
			Depth 5 fathoms 2 feet, blue tint and enclosing depth contour (10-fathom) centered 57°19'48.7"N 135°52'11.8"W		
			Depth 4 fathoms, blue tint and enclosing depth contour (5-fathom) centered 57°20'10.3"N 135°51'50.7"W		
			Depth 4 fathoms 2 feet, blue tint and enclosing depth contour (5-fathom) centered 57°20'04.8"N 135°51'48.5"W		
			Rock awash [K12] 57°24'23.9"N 135°53'11.6"W		

## SECTION I

NM 29/03

<b>★17325</b>	7Ed. 10/13/90 LAST NM 50/90 Add Depth 2 1/4 fathoms, blue tint and enclosing depth contour (3-fathom) centered 56°59'22"N 135°42'10"W Depth 5 1/4 fathoms, blue tint and enclosing depth contour (10-fathom) centered 57°19'49"N 135°52'12"W (NOS)	29/03	<b>★18725</b> 26Ed. 10/11/97 LAST NM 25/03 <b>(Inset Channel...Huene)</b> Delete Depth 0 fathom 4 feet 34°09'39.2"N 119°13'22.4"W Depth 2 fathoms 2 feet 34°09'40.3"N 119°13'22.7"W Depth 2 fathoms 1 foot 34°09'37.6"N 119°13'26.7"W (See 4/02-18725) Substitute Depth 0 fathom 5 feet 34°09'35.2"N 119°13'22.6"W Change Legend to "16 FT FOR MID-WIDTH OF 200 FT DEC 2002" 34°09'27.8"N 119°13'33.2"W Legend to "14 FT SEP 1996-DEC 2002" 34°09'41.3"N 119°13'25.6"W Add (NOS) Depth 0 fathom 5 feet 34°09'39.9"N 119°13'22.4"W	29/03
<b>★18484</b>	10Ed. 7/5/97 LAST NM 15/03 Change Light to "1" QG 24ft 3M 48°22'09.9"N 124°36'46.3"W Height of light "A" to 24ft 48°22'05.4"N 124°36'27.4"W (23/03 CG13)	29/03		
<b>18485</b>	15Ed. 12/02 LAST NM 10/03 Change Light to "1" QG 24ft 3M 48°22'09"N 124°36'47"W Height of light "A" to 24ft 48°22'05"N 124°36'27"W (23/03 CG13)	29/03		
<b>★18502</b>	84Ed. 6/02 LAST NM 28/03 Delete Buoy "4T" 46°54'58"N 124°06'55"W Buoy "A" 46°55'02"N 124°06'49"W Add Buoy "4" R, Fl R 4s 46°54'57"N 124°06'51"W (Inset) Delete Buoy "4T" 46°54'57.5"N 124°06'54.9"W Buoy "A" 46°55'01.6"N 124°06'50.7"W Add Buoy "4" R, Fl R 4s 46°54'57.2"N 124°06'51.4"W (23/03 CG13)	29/03	<b>19002</b> 9Ed. 3/1/97 LAST NM N23/03 Change Light to Fl R 7M 20°52.4'N 156°40.7'W (22/03 CG14)	N29/03
<b>★18521</b>	69Ed. 6/1/02 LAST NM 24/03 Substitute Depth 9 feet for 6 feet 46°12'13"N 123°56'59"W Change Note to "CHINOOK CHANNEL" The controlling depth was 4 feet for the centerline. June 2002" 46°16'44"N 123°56'20"W (NOS)	29/03	<b>19004</b> 36Ed. 8/25/01 LAST NM 23/03 Change Light to Fl R 6s 44ft 7M 20°52.3'N 156°40.7'W (22/03 CG14)	29/03
<b>★18524</b>	33Ed. 2/23/02 LAST NM 24/03 <b>(Left Panel)</b> Change Legend to "34 FT APR 2002" 46°07'44"N 122°59'38"W Note to "NOTE B" Rainer Channel has a controlling depth of 24 feet for a width of 200 feet Apr 2002" 46°05'13"N 122°58'19"W (NOS)	29/03	<b>19007</b> 16Ed. 2/12/94 LAST NM 23/03 Change Light to Fl R 6s 44ft 7M 20°52.0'N 156°40.7'W (22/03 CG14)	29/03
<b>★18525</b>	33Ed. 6/30/01 LAST NM 9/03 Delete Stranded wreck 45°50'28"N 122°47'35"W Stranded wreck 45°46'30"N 122°46'30"W Depth 34 feet 45°43'29"N 122°45'36"W Add Depth 35 feet 45°38'22.0"N 122°43'38.5"W Depth 14 feet 45°43'38.2"N 122°45'29.8"W Depth 29 feet 45°43'29.7"N 122°45'32.7"W Depth 37 feet 45°43'29.3"N 122°45'41.5"W Depth 38 feet 45°45'16.9"N 122°45'46.3"W Depth 37 feet 45°43'37.5"N 122°45'51.9"W Depth 33 feet 45°43'08.3"N 122°46'01.9"W Depth 31 feet 45°39'35.5"N 122°46'05.0"W Depth 23 feet 45°41'53.0"N 122°46'06.5"W Depth 25 feet 45°41'40.0"N 122°46'13.4"W Depth 33 feet 45°41'58.2"N 122°46'26.5"W Depth 38 feet 45°40'31.0"N 122°46'32.2"W Depth 35 feet 45°41'36.8"N 122°46'34.2"W Depth 35 feet 45°41'14.3"N 122°46'37.5"W Depth 14 feet 45°49'25.0"N 122°47'53.1"W (NOS)	29/03	<b>19008</b> 4Ed. 11/3/84 LAST NM 23/03 Change Light to Fl R 6s 44ft 7M 20°52.5'N 156°40.9'W (22/03 CG14)	29/03
<b>★18526</b>	55Ed. 5/26/01 LAST NM 18/03 Add Depth 38 feet 45°39'09.2"N 122°45'42.0"W Depth 59 feet 45°38'36.9"N 122°44'53.5"W Depth 35 feet 45°38'22.0"N 122°43'38.5"W (NOS)	29/03	<b>19009</b> 4Ed. 2/16/85 LAST NM 23/03 Change Light to Fl R 6s 44ft 7M 20°52.5'N 156°41.0'W (22/03 CG14)	29/03
<b>★18660</b>	2Ed. 5/03 NEW EDITION (NOS)	29/03	<b>19010</b> 17Ed. 8/02 LAST NM 23/03 Change Light to Fl R 6s 44ft 7M 20°52.3'N 156°40.7'W (22/03 CG14)	29/03
			<b>19013</b> 16Ed. 1/25/97 LAST NM 51/02 Change Light to Fl R 6s 44ft 7M 20°52.3'N 156°40.7'W (22/03 CG14)	29/03
			<b>19340</b> 26Ed. 12/2/00 LAST NM 13/03 Change Light to Fl R 6s 44ft 7M 20°52.3'N 156°40.7'W (22/03 CG14)	29/03
			<b>19347</b> 17Ed. 12/13/97 LAST NM 25/02 Change Light to Fl R 6s 44ft 7M 20°52'21"N 156°40'43"W (22/03 CG14)	29/03
			<b>*19348</b> 7Ed. 3/24/01 LAST NM 25/01 Change Light to Fl R 6s 44ft 7M 20°52'20.0"N 156°40'43.0"W (22/03 CG14)	29/03
			<b>21520</b> 1Ed. 12/22/84 LAST NM 5/02 Add Depth 7.7 meters (PA), blue tint and enclosing depth contour (10-meter) 13°00.8'N 87°53.0'W (22(2355)03 Taunton)	29/03
			<b>21521</b> 14Ed. 10/29/94 LAST NM 5/02 Add Depth 7.7 meters (PA), blue tint and enclosing depth contour (10-meter) 13°00'45"N 87°53'00"W (22(2355)03 Taunton)	29/03
			<b>22004</b> 38Ed. 7/5/97 LAST NM 16/03 Add Wreck [K29] 4°42.9'S 81°24.7'W (5(29)03 Callao)	29/03
			<b>22008</b> 35Ed. 9/6/97 LAST NM 17/03 Add Wreck [K29] 7°13.0'S 79°43.0'W (5(30)03 Callao)	29/03

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<b>22012</b>	31Ed. 11/8/97 LAST NM 6/03 Add Wreck [K29] (5(35)03 Callao)	29/03 17°34.0'S 71°34.0'W	<b>24058</b>	2Ed. 11/20/93 LAST NM 28/03 Change Designation of buoy "Km 0" to "Km 145.5" 33°55'04"S 58°25'12"W (8(55)02 Montevideo)	29/03
<b>22120</b>	3Ed. 9/1/01 LAST NM 52/02 Add Wreck [K29] (5(29)03 Callao)	29/03 4°42.9'S 81°24.7'W	<b>24270</b>	3Ed. 4/4/98 LAST NM 17/03 Add Dangerous wreck [K28] (8(N4149)03 Rio de Janeiro)	29/03 2°26.1'S 44°21.0'W
<b>22121</b>	9Ed. 3/2/96 LAST NM 52/02 Add Wreck [K29] (5(29)03 Callao)	29/03 4°42'54"S 81°24'41"W	<b>24271</b>	14Ed. 5/18/91 LAST NM 17/03 Add Dangerous wreck [K28] (8(N4149)03 Rio de Janeiro)	29/03 2°26'05"S 44°21'00"W
<b>22124</b>	2Ed. 4/6/96 LAST NM 6/03 Add Wreck [K29] (5(29)03 Callao)	29/03 4°42'54"S 81°24'41"W	<b>24274</b>	2Ed. 11/23/96 LAST NM 17/03 Add Dangerous wreck [K28] (8(N4149)03 Rio de Janeiro)	29/03 2°26.1'S 44°21.0'W
<b>22130</b>	2Ed. 6/22/96 LAST NM 17/03 Add Wreck [K29] (5(30)03 Callao)	29/03 7°13'00"S 79°43'00"W	<b>24460</b>	4Ed. 11/6/93 LAST NM 15/03 <b>(Panel B)</b> Delete Legend "(occas)" from light and change visibility (range) of light to 19M (Neth CH 2213)	29/03 12°10.9'N 68°57.2'W
<b>22143</b>	4Ed. 4/19/03 LAST NM 26/03 <b>(Plan C)</b> Delete Radio mast Add Position circle "R Masts (3)" Position circle Position circle (5(31)03 Callao)	29/03 11°46'47.5"S 77°10'47.0'W 11°46'50.0"S 77°10'44.0'W 11°46'51.0"S 77°10'45.0'W 11°46'51.0"S 77°10'43.0'W	<b>24462</b>	5Ed. 10/5/96 LAST NM 16/03 Delete Legend "(occas)" from light and change visibility (range) to 19M (Neth CH 2213)	29/03 12°10'52"N 68°57'11"W
<b>22172</b>	8Ed. 10/12/02 LAST NM 6/03 Add Dangerous wreck [K28] (5(32)03 Callao)	29/03 12°02'21.0"S 77°09'36.0'W	<b>29002</b>	9Ed. 7/13/96 LAST NM 18/03 Add Depth 78 meters enclosed by depth contour (200-meter) (17(1926)03 Taunton)	29/03 65°22.7'S 67°18.0'W
<b>22173</b>	36Ed. 10/12/02 LAST NM 17/03 Add Dangerous wreck [K28] Dangerous wreck [K28] (5(32)03 Callao)	29/03 12°00'08"S 77°08'41"W 12°02'21"S 77°09'36"W	<b>29107</b>	2Ed. 7/18/98 LAST NM 2/01 Delete Depth 228 meters Add Depth 106 meters Depth 102 meters enclosed by depth contour (100-meter) (17(1924)03 Taunton)	29/03 60°37.9'S 46°23.1'W 60°38.2'S 46°24.3'W 60°38.8'S 46°22.8'W
<b>22181</b>	16Ed. 2/10/96 LAST NM 41/02 <b>(Plan)</b> Add Buoy, pillar with light flare symbol (5(34)03 Callao)	29/03 13°47'47.9"S 76°17'18.3"W	<b>29127</b>	4Ed. 12/27/97 LAST NM 31/01 Delete Depth 329 meters Add Depth 14 meters "Rep (2003)" [I3.2] (PA) Depth 78 meters enclosed by depth contour (200-meter) (17(1926)03 Taunton; NTM0004/2003)	29/03 65°23.1'S 67°14.5'W 66°34.0'S 67°47.9'W 65°22.7'S 67°18.0'W
<b>22182</b>	6Ed. 4/20/96 LAST NM 14/03 <b>(Plan B)</b> Add Anchorage area "9" bound by dashed line joining 17°38'21.3"S 71°20'45.4'W 17°38'25.0"S 71°20'44.0'W 17°38'27.5"S 71°20'47.2'W 17°38'23.5"S 71°20'48.5'W	29/03	<b>29141</b>	3Ed. 8/6/88 LAST NM 33/98 Add Depth 14 meters "Rep (2003)" [I3.2] (PA) (NTM0004/2003)	29/03 66°34.0'S 67°47.9'W
	Add (Plan D) Wreck [K29] (5(35, 36)03 Callao)	17°34'00"S 71°34'00'W	<b>37005</b>	16Ed. 8/2/97 LAST NM 23/03 Change Characteristic of buoy "WF 5" to Fl(2) G 10s (19(95)03 Hamburg)	29/03 54°01.9'N 4°41.0'E
<b>22190</b>	2Ed. 6/1/96 LAST NM 30/02 Add Wreck [K29] (5(35)03 Callao)	29/03 17°34'00"S 71°34'00'W	<b>37010</b>	23Ed. 9/7/96 LAST NM 27/03 Change Characteristic of buoy "WF 5" to Fl(2) G 10s (19(95)03 Hamburg)	29/03 54°01.9'N 4°41.0'E
<b>22341</b>	9Ed. 9/11/99 LAST NM 21/03 Delete Depth 14 meters and enclosing depth contour (PA)	29/03 41°41.5'S 73°57.0'W	<b>37221</b>	13Ed. 2/3/96 LAST NM 23/03 Add Buoy "A1" G, conical Buoy "OB1" G, conical (2(89)03 Hamburg)	29/03 53°46.0'N 7°23.4'E 53°47.5'N 7°37.4'E
	Rock awash	41°48.0'S 73°31.1'W	<b>37228</b>	14Ed. 7/25/98 LAST NM 27/03 Add Buoy YB, pillar, double cone topmark points downward Q(6) + L Fl 15s [Q130.3] (31(46)03 Hamburg)	29/03 53°52'51.0"N 9°04'25.8"E
	Substitute Depth 5 meters for 3 meters (23(2480)03 Taunton)	41°48.1'S 73°30.8'W			
<b>22342</b>	9Ed. 11/21/98 LAST NM 21/03 Delete Depth 14 meters, blue tint and enclosing depth contour (PA)	29/03 41°41'30"S 73°57'00'W			
	Rock awash	41°48'00"S 73°31'04'W			
	Substitute Depth 5 meters for 3 meters (23(2480)03 Taunton)	41°48'04"S 73°30'50'W			

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**NM 29/03**

<b>37232</b>	12Ed. 11/7/98 LAST NM 21/02 Delete Buoy "H5"	29/03 53°38'37"N 8°05'30"E	Depth 1.5 meters Rk enclosed by depth contour (6-meter) 59°25'59"N 18°48'59"E
	Relocate Buoy "H3" from 53°38'37"N 8°05'37"E to (32(7)99 Hamburg)	53°38'36"N 8°05'34"E	Depth 1.5 meters Rk enclosed by depth contour (6-meter) 59°26'02"N 18°48'31"E
			Depth 1.5 meters Rk enclosed by depth contour (6-meter) 59°25'56"N 18°48'30"E
			(43(780)01, 25(342), 33(446, 447)02 Norrkoping)
<b>44042</b>	7Ed. 8/22/92 LAST NM 28/03 Delete Pier between	29/03 57°41'35.3"N 11°49'25.6"E 57°41'32.0"N 11°49'26.2"E	<b>44205</b> 2Ed. 4/9/94 LAST NM 27/03 Delete Range light (2 FG 4M) 29/03 Range light 60°41'53.0"N 17°12'56.0"E
	Dashed line between	57°41'33.5"N 11°48'58.0"E 57°41'34.0"N 11°49'22.0"E	Substitute Light Fl G 3s (occas) for beacon 60°41'55.0"N 17°12'54.0"E
	Legend "9m" Legend "6m"	57°41'36.0"N 11°49'08.0"E 57°42'20.0"N 11°55'33.0"E	<b>(Plan A)</b> Delete Range light (2 FG 4M) 60°41'53.0"N 17°12'56.0"E Range light 60°41'55.0"N 17°12'54.0"E
	"ANCHORAGE C" area centered	57°35'05.0"N 11°40'30.0"E	Substitute Light Fl G 3s (occas) for beacon 60°41'03.5"N 17°12'13.0"E
Change	Height of range light, front to 9m Height of range light, rear to 13m Height of light "Brandnasbrotten" to 8m Visibility (range) of light to 11-8M Visibility (range) of light to 9-6M Visibility (range) of light to 14-9M	57°41'08.4"N 11°40'24.6"E 57°41'00.0"N 11°40'27.0"E 57°39'09.8"N 11°44'11.4"E 57°38'57.8"N 11°43'08.5"E 57°40'24.2"N 11°40'06.3"E 57°41'43.4"N 11°41'58.3"E	Change Legend to "Lt and Bn in line 235°" (37(505)02 Norrkoping; Swd LL) 60°41'13.5"N 17°12'45.0"E
Add	Buoy R, can Buoy R, can Buoy R, can, QR Obscured sector 065°-080° to light and delete Ra Ref symbol Note: Sectors remain unchanged	57°41'20.4"N 11°50'04.8"E 57°41'19.8"N 11°50'14.4"E 57°39'52.9"N 11°46'27.5"E 57°38'18.5"N 11°40'58.4"E	<b>52060</b> 16Ed. 9/26/87 LAST NM 26/03 Delete Buoy (Spn CH 464A) 29/03 37°31.0'N 1°02.5'W
	Double solid line with land tint (pier) [F14] between	57°41'35.3"N 11°49'25.6"E 57°41'28.4"N 11°49'23.0"E	<b>52061</b> 2Ed. 3/2/96 LAST NM 26/03 Delete Buoy (Spn CH 464A) 29/03 37°30'36"N 1°02'34"W
	"ANCHORAGE C" area [N12.1] bound by dashed line joining	57°34'48.0"N 11°40'42.0"E 57°35'36.0"N 11°40'06.0"E 57°36'06.0"N 11°40'54.0"E 57°35'42.0"N 11°41'42.0"E	<b>52062</b> 7Ed. 9/23/00 LAST NM 23/03 Change Buoy to YB, pillar, double cone topmark points down, VQ(6) + L Fl 10s 29/03 37°33'33.6"N 0°58'33.6"W <b>(Plan B)</b> Change Buoy to YB, pillar, double cone topmark points down, VQ(6) + L Fl 10s 37°33'33.0"N 0°58'33.0"W (12(223)03 Cadiz)
	(36(666, 670), 42(777)01, 29(387), 44(609, 613)02, 5(920, 921), 8(955)03 Norrkoping; Swd LL)		
<b>44057</b>	5Ed. 5/2/98 LAST NM 25/02 Delete Buoy "G3" Buoy "G4"	29/03 54°45'30"N 9°52'00"E 54°45'30"N 9°52'12"E	<b>52140</b> 6Ed. 3/30/96 LAST NM 18/03 Delete Light 29/03 39°02.9'N 1°37.1'E
	Relocate Buoy "G1" from 54°46'24"N 9°52'12"E to Buoy "G2" from 54°45'54"N 9°52'18"E to	54°45'28"N 9°52'01"E 54°45'28"N 9°52'06"E	Add Buoy BRB, pillar, double ball topmark, Fl(2) 10s [Q130.4] 39°03.0'N 1°37.2'E (12(224)03 Cadiz)
	(20(26)01 Hamburg)		
<b>44071</b>	4Ed. 4/3/93 LAST NM 9/02 Relocate Dolphin from 53°57'10.9"N 10°51'36.0"E to	29/03 53°57'08.4"N 10°51'30.6"E	<b>52142</b> 2Ed. 9/9/95 LAST NM 23/03 Delete Light 29/03 39°02'55"N 1°37'06"E
	<b>(Plan)</b> Relocate Dolphin from 53°57'10.9"N 10°51'36.0"E to (13(51)03 Hamburg)	53°57'08.4"N 10°51'30.6"E	Add Buoy BRB, pillar, double ball topmark, Fl(2) 10s [Q130.4] 39°03'02"N 1°37'13"E (12(224)03 Cadiz)
<b>44186</b>	2Ed. 6/15/96 LAST NM 27/03 Add Submarine cable (power) [L31.1] between	29/03 59°31'46"N 18°42'18"E 59°31'35"N 18°43'03"E	<b>53123</b> 3Ed. 11/9/96 LAST NM 7/03 Add Wreck [K29] (PA) 29/03 44°18'57.5"N 9°16'06.6"E (24(5)01 Genova)
	Submarine pipeline [L40.1] between	59°39'49"N 18°55'35"E 59°39'44"N 18°56'07"E	<b>53180</b> 10Ed. 1/21/95 LAST NM 21/03 Delete Buoy (wavemeter) (See 20/03-53180) 29/03 39°27.3'N 15°55.1'E
	Depth 1.5 meters Rk	59°26'05"N 18°47'58"E	Add Wreck [K29] 40°00.1'N 15°19.1'E (1(11), 2(5)03 Genova)
			<b>55001</b> (INT 310) 4Ed. 1/21/95 LAST NM 28/03 Change Visibility (range) of light to 18M 29/03 40°55.4'N 38°23.4'E
			Add Light Fl 18M 41°00.5'N 38°49.3'E (30(146), 38(176)02 Istanbul)
			<b>55100</b> 8Ed. 1/23/99 LAST NM 28/03 Add Legend "Mast (PA)" to dangerous wreck 29/03 41°51.9'N 28°01.3'E (6(27)03 Istanbul)

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<b>55105</b>	7Ed. 2/6/99 LAST NM 15/03 Add Light Fl 18M Light Fl 18M (30(146), 38(176)02 Istanbul)	29/03 40°55.4'N 38°23.4'E 41°00.5'N 38°49.3'E	<b>62355</b>	6Ed. 6/3/95 LAST NM 8/03 Add Dangerous wreck [K28] (PA) with legend "Funnel (5)" (5(5)03 Muscat)	29/03 23°31'01"S 58°45'30"E
<b>55110</b>	2Ed. 8/31/96 LAST NM 6/03 Add Legend "Mast (PA)" to dangerous wreck (6(27)03 Istanbul)	29/03 41°51.9'N 28°01.3'E	<b>74151</b>	9Ed. 3/11/95 LAST NM 20/03 Substitute Tower symbol [E20] "Lt Ho (disused)" for light (See 20/03-74151) (8(265)03 Wollongong)	29/03 32°42'37"S 152°09'43"E
<b>55140</b>	2Ed. 9/28/96 LAST NM 14/03 Delete Buoy	29/03 45°00.1'N 35°32.9'E	<b>74191</b>	2Ed. 2/9/85 LAST NM 9/03 Delete Depth 0.9 meter <b>(Plan)</b> Delete Depth 0.9 meter (8(287)03 Wollongong)	29/03 24°45'25"S 152°24'14"E 24°45'25.2"S 152°24'13.8"E
	Dashed line and legend "347°-162° Recommended Track No 9" between	45°05.0'N 35°30.8'E 45°00.1'N 35°32.9'E			
	Dashed line and legend "000°-180°" between	45°00.1'N 35°32.9'E 44°57.1'N 35°32.9'E	<b>74271</b>	9Ed. 9/6/97 LAST NM 27/03 Add Buoy YBY, pillar, double cone topmark points together, VQ(9) 10s Racon 13°54'00"S 144°17'14"E (8(269)03 Wollongong)	29/03
Relocate	Buoy from 45°05.0'N 35°30.8'E to	45°04.3'N 35°29.2'E			
Add	Buoy RW, pillar, ball topmark, L Fl 6s	44°57.1'N 35°32.9'E	<b>74272</b>	7Ed. 8/23/97 LAST NM 19/03 Add Buoy YBY, pillar, double cone topmark points together, Q(9) 15s 13°17'06"S 143°51'00"E Buoy BYB, pillar, double cone topmark bases together, Q(3) 10s Racon 13°11'30"S 143°47'50"E Buoy YBY, pillar, double cone topmark points together, VQ(9) 10s 13°02'06"S 143°45'36"E Buoy BYB, pillar, double cone topmark bases together, VQ(3) 5s Racon 12°59'42"S 143°43'39"E Buoy G, pillar, cone topmark, Fl G 2.5s 12°52'09"S 143°38'13"E Buoy R, pillar, can topmark, Fl R 2.5s 12°51'21"S 143°38'24"E (8(269)03 Wollongong)	29/03
<b>55160</b>	2Ed. 6/1/96 LAST NM 42/02 Change Visibility (range) of light to 18M Light to Fl 3s 31m 18M (30(146), 38(176)02 Istanbul; BA LL)	29/03 40°55.4'N 38°23.4'E 41°00.5'N 38°49.3'E	<b>74286</b>	2Ed. 6/13/98 LAST NM 24/02 Add Position circle "WIND SOCK" (8(271)03 Wollongong)	29/03 10°34'32.4"S 142°13'54.6"E
<b>55180</b>	2Ed. 10/12/96 LAST NM 15/03 Delete Buoy	29/03 45°00.1'N 35°32.9'E	<b>74295</b>	3Ed. 9/19/98 LAST NM 27/03 Add Position circle "WIND SOCK" (8(271)03 Wollongong)	29/03 10°34'32.4"S 142°13'54.6"E
	Dashed line and legend "347°-162°" between	45°05.0'N 35°30.8'E 45°00.1'N 35°32.9'E			
	Dashed line and legend "000°-180°" between	45°00.1'N 35°32.9'E 44°57.1'N 35°32.9'E	<b>75132</b>	11Ed. 3/19/94 LAST NM 25/03 Delete Dashed line joining Dashed line between Legend "13m" Legend "13m"	29/03 34°46'02.7"S 138°29'32.2"E 34°46'01.5"S 138°29'34.9"E 34°46'00.6"S 138°29'33.0"E 34°46'07.9"S 138°29'24.5"E 34°46'06.9"S 138°29'23.9"E 34°46'11.0"S 138°29'18.7"E 34°46'04.1"S 138°29'28.7"E
Relocate	Buoy from 45°05.0'N 35°30.8'E to	45°04.3'N 35°29.2'E			
Add	Buoy RW, pillar, ball topmark, L Fl 6s	44°57.1'N 35°32.9'E			
	Dashed line (recommended track) [M4] with legend "340°-160°" between	45°04.3'N 35°29.2'E 44°57.1'N 35°32.9'E			
(51(8512)00, 9(1085)02 St. Petersburg)					
<b>56082</b>	16Ed. 11/2/96 LAST NM 40/01 <b>(Panel A)</b> Add Legend "Works in progress (1998)" 31°13'45"N 32°21'04"E (36(3341)99 Taunton)	29/03			
<b>57460</b>	4Ed. 7/27/96 LAST NM 12/03 Add Buoy Y, can, Q Buoy Y, can (4(40, 41)03 Cape Town)	29/03 32°06.2'S 18°17.6"E 32°18.2'S 18°18.5"E	Change Characteristic of light to QR 34°47'03.0"S 138°28'11.4"E Characteristic of beacon to QR 34°47'51.6"S 138°30'47.4"E Beacon to "8A" R, can topmark, VQR 34°46'03.0"S 138°29'02.4"E Beacon "8A" to "8" R, can topmark, FR 34°46'10.8"S 138°29'01.2"E (See 17/03-75132)		
<b>62024</b>	13Ed. 11/27/99 LAST NM 40/02 Add Depth 284 meters (24(2565)03 Taunton)	29/03 16°32.7'N 53°32.6'E	Add Dashed line between 34°46'02.7"S 138°29'32.2"E 34°46'01.6"S 138°29'31.2"E Legend "13.2m" 34°46'08.0"S 138°29'24.5"E (8(277, 278), 9(311)03 Wollongong; Aus CH 137)		
<b>62270</b>	4Ed. 8/7/99 LAST NM 41/02 Add Depth 900 meters (PA) (12(19)00 Brest)	29/03 18°33.0'N 39°38.5'E			
<b>62310</b>	2Ed. 10/31/98 LAST NM 27/02 Delete Depth 532 meters	29/03 16°33.4'N 53°33.3'E	<b>75134</b>	3Ed. 11/18/95 LAST NM 19/03 <b>(Plan A)</b> Change Characteristic of light to QR 34°47'03.0"S 138°28'11.4"E (8(277)03 Wollongong)	29/03
	Add Depth 284 meters (24(2565)03 Taunton)	16°32.7'N 53°32.6'E			

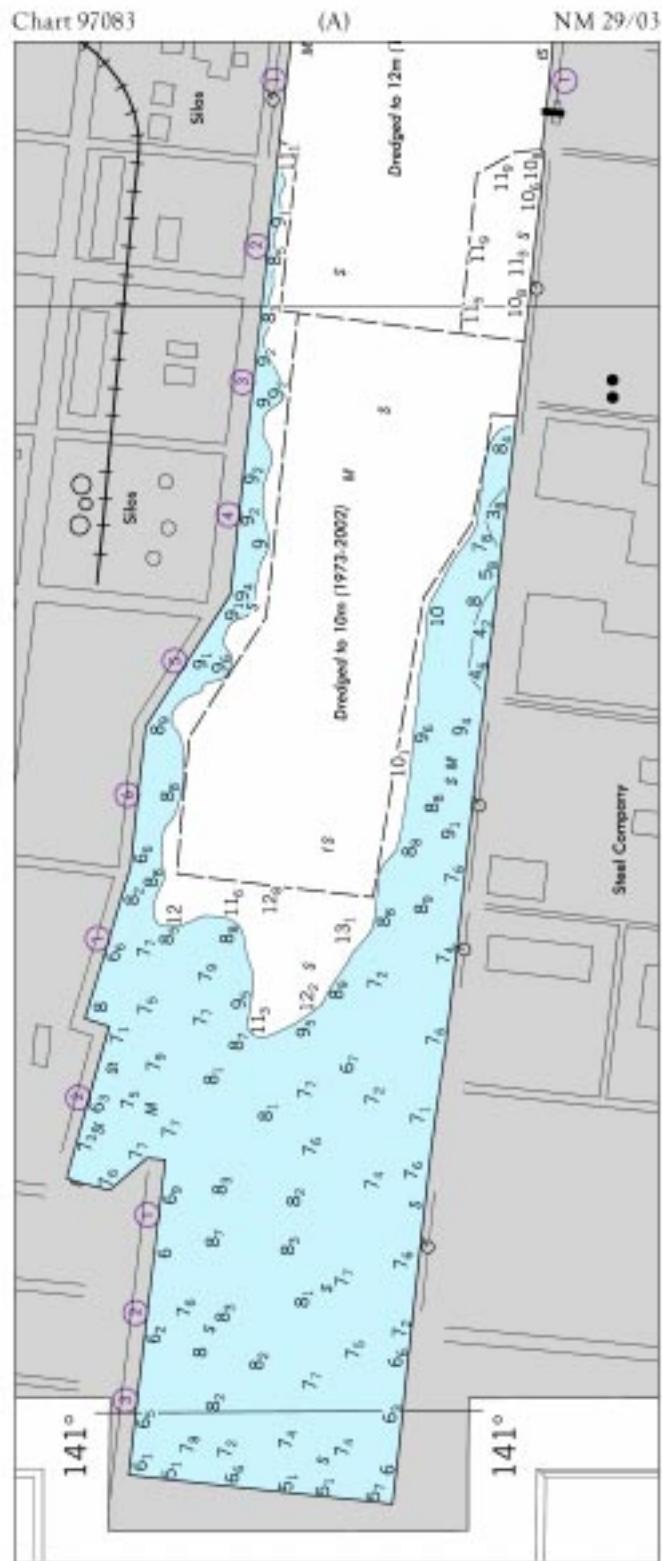
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**NM 29/03**

<b>94033</b>	5Ed. 10/28/95 LAST NM 23/03	29/03	<b>95151</b>	17Ed. 11/28/98 LAST NM 28/03	29/03
Add	Beacon Fl(2) 10s 15m 8M Beacon Fl(2) 5s 15m 8M (31(385, 386)01 Inchon)	36°58.2'N 125°51.2'E 37°03.0'N 125°58.9'E	Delete	Buoy "A" Buoy "B" Buoy "C" (See 36/02-95151) (15(216)03 Inchon)	35°05'00.6"N 129°04'43.3"E 35°05'06.3"N 129°04'51.0"E 35°05'11.5"N 129°04'43.5"E
<b>94363</b>	4Ed. 11/21/92 LAST NM 18/03	29/03	<b>97083</b>	3Ed. 11/29/97 LAST NM 24/02	29/03
Relocate	Buoy "B1" from 38°56'47"N 117°57'00"E to Beacon "2" from 38°57'00"N 117°55'32"E to (See 16/03-94363)	38°56'43"N 117°57'25"E 38°56'51"N 117°55'59"E	Add	Chartlet A, depicting changes in hydrography, from Subsection I-2 Chartlet B, depicting changes in hydrography, from Subsection I-2 (See 26/98-97083) (6(179)03 Tokyo)	38°16'15.0"N 141°00'33.0"E 38°16'17.0"N 141°01'31.0"E
Add	Beacon "B1" G, cone topmark, Fl(2) G 6s Beacon "B2" R, can topmark, Fl(2) R 6s Beacon "B3" G, cone topmark, Fl G 4s Beacon "B4" R, can topmark, Fl R 4s Beacon "B5" G, cone topmark, Fl G 4s Beacon "B6" R, can topmark, Fl R 4s Buoy Y, pillar, "X" topmark, Mo(O) Y 12s	38°55'23"N 118°05'33"E 38°55'11"N 118°05'30"E 38°55'39"N 118°03'53"E 38°55'27"N 118°03'50"E 38°55'55"N 118°02'14"E 38°55'43"N 118°02'11"E 38°59'25"N 118°01'43"E	<b>(Plan A)</b>	Change Light to Fl 4s 94m 7M	34°06'48"N 135°04'37"E
Delete	<b>(Plan)</b> Beacon "2" Buoy "5" Buoy "9"	38°57'01.3"N 117°55'34.6"E 38°57'15.5"N 117°53'01.6"E 38°57'41.2"N 117°50'31.4"E	Add	Chartlet, depicting changes in hydrography and topography, from Subsection I-2 (39(1498)01, 16(593)03 Tokyo; Jpn CH W77)	33°52'00.0"N 135°09'00.0"E
Relocate	Beacon "3" from 38°57'03.3"N 117°54'16.1"E to Beacon "7" from 38°57'27.2"N 117°51'46.0"E to	38°56'55.1"N 117°54'11.2"E 38°57'18.9"N 117°51'41.0"E	<b>97220</b>	3Ed. 12/30/95 LAST NM 23/03	29/03
Add	Beacon "5" R, can topmark, Fl R 4s Beacon "9" R, can topmark, Fl(2) R 6s	38°57'06.0"N 117°53'01.8"E 38°57'30.9"N 117°50'26.6"E	Delete	Submarine cable in vicinity (16(594)03 Tokyo)	34°40'11.0"N 135°23'17.0"E
(35(649), 44(784)02 Tianjin)			<b>97221</b>	20Ed. 1/17/98 LAST NM 26/03	29/03
<b>95060</b>	13Ed. 8/5/95 LAST NM 23/03	29/03	Change	Light to Fl 4s 94m 7M and delete sector limits (16(593)03 Tokyo)	34°06'48"N 135°04'37"E
Add	Beacon Fl(2) 10s 15m 8M Beacon Fl(2) 5s 15m 8M (31(385, 386)01 Inchon)	36°58.2'N 125°51.2'E 37°03.0'N 125°58.9'E	<b>97222</b>	12Ed. 12/27/97 LAST NM 22/03	29/03
<b>95068</b>	1Ed. 10/23/99 LAST NM 28/03	29/03	Change	Light to Fl 4s 94m 7M and delete sector limits (16(593)03 Tokyo)	34°06'48"N 135°04'37"E
Add	Legend "Caution, depths may vary due to drifting sand" (15(229)03 Inchon)	36°59'17.0"N 126°48'17.0"E	<b>97228</b>	15Ed. 1/24/98 LAST NM 27/03	29/03
<b>95100</b>	12Ed. 3/2/96 LAST NM 28/03	29/03	Delete	Submarine cable in vicinity (See 41/99-97228) (16(594)03 Tokyo)	34°40'11.0"N 135°23'17.0"E
Change	Height of light to 10m (15(217)03 Inchon)	34°27'19"N 127°27'07"E	<b>97245</b>	11Ed. 2/28/98 LAST NM 9/03	29/03
<b>95140</b>	15Ed. 10/7/95 LAST NM 27/03	29/03	Delete	Submarine cable in vicinity (See 41/99, 1/03-97245) (16(594)03 Tokyo)	34°40'11.0"N 135°23'17.0"E
Change	Height of light to 10m (15(217)03 Inchon)	34°27'19"N 127°27'07"E			
<b>95141</b>	8Ed. 8/5/95 LAST NM 25/03	29/03			
Delete	Light	34°27'21"N 127°27'06"E			
Add	Light Fl G 6s 10m 5M	34°27'19"N 127°27'07"E			
(15(217)03 Inchon)					
<b>95142</b>	9Ed. 12/15/01 LAST NM 23/03	29/03			
Add	<b>(Plan A)</b> Dolphin [F20] Dolphin [F20] Dolphin [F20] Dolphin [F20]	34°50'36.7"N 128°25'36.0"E 34°50'36.0"N 128°25'56.2"E 34°50'40.2"N 128°26'01.9"E 34°50'39.4"N 128°26'03.0"E			
	Double solid line with land tint (breakwater extension) between	34°49'50.3"N 128°25'56.4"E 34°49'51.1"N 128°25'56.7"E			
(15(219)03 Inchon)					
<b>95147</b>	13Ed. 5/14/94 LAST NM 28/03	29/03			
Delete	Floating dock (15(218)03 Inchon)	35°12'34.0"N 128°35'17.0"E			

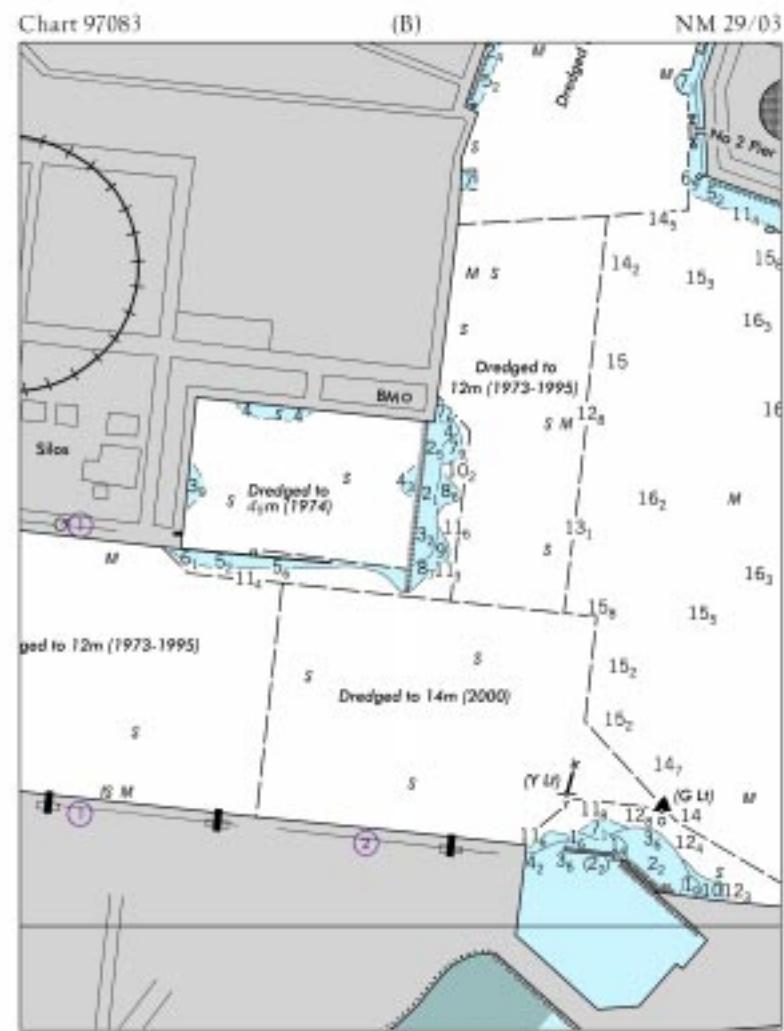
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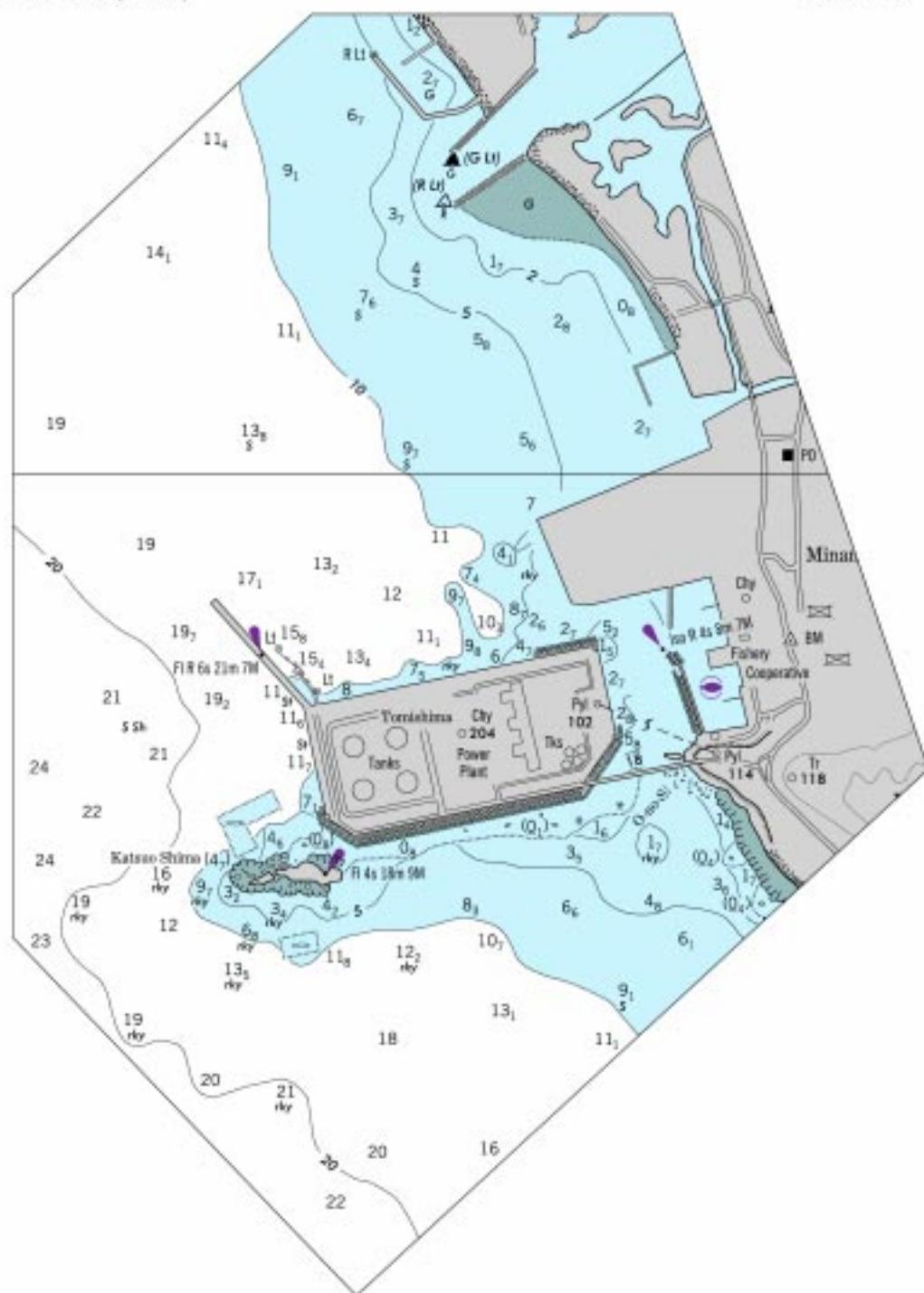


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Chart 97200 (Plan A)

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Chart 11344

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CALCASIEU PASS AND RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2003						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH MLLW (FEET)
BAR CHANNEL	29.0	41.0	39.0	25.0	4-03	800 19.1 42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'40.0"W)	33.0	46.0	47.0	49.0	3-03	400 1.4 40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	23.0	38.0	42.0	38.0	3-03	400 6.0 40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11347 (Side A)

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CALCASIEU PASS AND RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2003						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH MLLW (FEET)
BAR CHANNEL	29.0	41.0	39.0	25.0	4-03	800 19.1 42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'40.0"W)	33.0	46.0	47.0	49.0	3-03	400 1.4 40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	23.0	38.0	42.0	38.0	3-03	400 6.0 40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	30.0	36.0	39.0	34.0	3-03	400 6.0 40
THENCE TO A POINT (A) (30°04'00.0"N, 93°19'38.0"W)	32.0	37.0	38.0	33.0	3-03	400 6.0 40
THENCE TO A POINT (B) (30°09'00.0"N, 93°19'58.0"W)	31.0	36.0	33.0	28.0	2-03	400 5.0 40
THENCE TO 210 BRIDGE THENCE TO END OF 400 CHANNEL (30°13'09.0"N, 93°15'08.0"W)	34.0	38.0	35.0	33.0	2-03	400 4.4 40
	34.0	39.0	36.0	33.0	2-03	400 2.0 40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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Chart 11347 (Side B)

NM 29/03

CALCASIEU PASS AND RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2003							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH MLLW (FEET)
BAR CHANNEL	29.0	41.0	39.0	25.0	4-03	800	19.1 42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'40.0"W)	33.0	46.0	47.0	49.0	3-03	400	1.4 40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	23.0	38.0	42.0	38.0	3-03	400	6.0 40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	30.0	36.0	39.0	34.0	3-03	400	6.0 40
THENCE TO A POINT (A) (30°04'00.0"N, 93°19'38.0"W)	32.0	37.0	38.0	33.0	3,4-03	400	6.0 40
THENCE TO A POINT (B) (30°09'00.0"N, 93°19'58.0"W)	31.0	36.0	33.0	28.0	2,3-03	400	5.0 40
THENCE TO 210 BRIDGE	34.0	38.0	35.0	33.0	2-03	400	4.4 40
THENCE TO END OF 400 CHANNEL (30°13'09.0"N, 93°15'08.0"W)	34.0	39.0	36.0	33.0	2-03	400	2.0 40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12327

NM 29/03

ARTHUR KILL, KILL VAN KULL, NEWARK BAY, PASSAIC AND HACKENSACK RIVERS CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS- REPORT OF APR 2003 AND SURVEYS TO DEC 2002			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
ARTHUR KILL (OUTERBRIDGE REACH TO N. OF SHOOTERS I. REACH)	A22.1	800-500	9-01; 3,12-02
KILL VAN KULL (CONSTABLE HOOK REACH TO BERGEN PT. WEST REACH)	36.8	2000-800	2-97; 10-02
S. OF SHOOTERS I. REACH	B5.0	400	8-90
NEWARK BAY (NEWARK BAY S. REACH TO DROYERS PT. REACH)	C18.7	1750-300	12-01
PASSAIC RIVER (KEARNY PT. REACH TO ARLINGTON REACH)	D0.4	300-200	7-02
HACKENSACK RIVER (DROYERS PT. REACH TO TURNING BASIN)	14.1	300-800	7-02

A. A DEPTH OF 34.1 FEET WAS AVAILABLE IN THE MIDDLE HALF.  
 B. OBSTRUCTIONS INTERSPersed IN THE TWO RIGHT QUARTERS.  
 THERE IS A MINIMUM DEPTH OF 5.9 FEET OVER WRECKAGE.  
 C. A DEPTH OF 21.9 FEET WAS AVAILABLE IN THE MIDDLE HALF,  
 EXCEPT FOR SHOALING TO 8.4 FT AT 40° 42' 11.4" N 74° 06' 56.1" W.  
 D. A DEPTH OF 4.6 FEET WAS AVAILABLE IN THE MIDDLE HALF.

NOTE 1. SEE LARGE SCALE CHARTS FOR MORE DETAIL OF REACHES.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS  
 SUBSEQUENT TO THE ABOVE

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Chart 12333

NM 29/03

ARTHUR KILL, KILL VAN KULL, NEWARK BAY AND UPPER BAY CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2003 AND SURVEYS TO DEC 2002						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
FRESH KILLS REACH	29.0	35.2	36.5	33.9	3-02	500 1.8 35
TREMLEY POINT REACH	31.8	37.0	36.2	30.9	3-02	600 0.9 35
PRALLS ISLAND REACH	29.2	34.9	35.6	32.4	3-02	500 1.2 35
GULFPORT REACH	26.3	37.3	37.1	31.9	9-01; 3-02	500-600 1.1 35
ELIZABETHPORT REACH	30.9	35.7	35.6	31.4	9-01	500-600 1.1 35
N OF SHOOTERS ISLAND REACH	30.0	34.1	35.2	32.5	9-01; 12-02	600 1.0 35
S OF SHOOTERS ISLAND REACH	18.6	24.1	14.0	A 5.0	8-90	400 1.0 30
BERGEN PT. WEST REACH	36.8	40.5	41.4	41.6	9-01; 4-02	800 1.1 35
BERGEN PT. EAST REACH	43.2	43.4	42.2	42.6	2-97; 10-02	800 1.0 35
CONSTABLE HOOK REACH	44.2	47.2	47.1	47.0	10-02	2000-800 2.2 35
NEWARK BAY SOUTH REACH	40.8	40.8	40.0	32.5	5-99; 12-01	1750-1000 1.4 40
NEWARK BAY MIDDLE REACH	35.0	39.4	36.0	31.4	12-01	1750-500 1.4 40
ELIZABETH CHANNEL	36.4	38.6	39.9	37.3	3-99; 1,2-01	1350-500 1.4 40
PORT NEWARK CHANNEL:						
PORT NEWARK (BRANCH CHANNEL)	32.3	35.5	33.5	32.4	2,12-01	1050-400 0.4 40
PIERHEAD CHANNEL	33.8	35.6	35.0	33.4	1,2-01	300 0.7 40
A. OBSTRUCTIONS INTERSPersed IN THE TWO RIGHT QUARTERS. THERE IS A MINIMUM DEPTH OF 5.9 FT OVER WRECKAGE. * CONTROLLING DEPTHS IN CHANNELS OF RARITAN BAY - EAST REACH TO AND INCLUDING GULFPORT REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER NEW YORK BAY. CONTROLLING DEPTHS FROM CONSTABLE HOOK TO AND INCLUDING ELIZABETHPORT REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER NEW YORK BAY.						
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

Chart 12348

NM 29/03

HUDSON RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 1998 AND SURVEYS TO OCT 2002						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
HUDSON RIVER LIGHT "140" (CHART 12347) TO FOURMILE POINT	28.4	29.6	31.1	9-02	400	1.5 32
FOURMILE POINT TO 730 YARDS						
NORTH OF MILL CREEK LIGHT "MC"	29.7	29.9	27.4	9-02	400	7.0 32
ANCHORAGE AT STUYVESANT	31.2	31.5	29.3	11-01	400	0.4 32
730 YARDS NORTH OF MILL CREEK						
LIGHT "MC"						
TO ALBANY TURNING BASIN	22.4	31.0	26.6	1,8,9 - 02	400-500	12.1 32
TURNING BASIN AT ALBANY	32.9	30.4	23.3	7 - 02	600	0.3 32
TURNING BASIN AT ALBANY TO						
DUNN MEMORIAL BRIDGE	15.6	15.0	13.8	7 - 01; 10 - 02	300-400	0.9 27-32
(AT LOWEST LOW WATER) DUNN						
MEMORIAL BRIDGE TO PATROON						
ISLAND BRIDGE	9.2	14.0	13.8	9 - 98; 10,11 - 01	616-400	1.7 14
PATROON ISLAND BRIDGE TO						
NORTH END OF ADAMS ISLAND	10.2	13.4	4.5	5,8,11 - 01; 9 - 02	400-200	5.3 14
THENCE TO TROY LOCK	7.0	13.6	10.9	5 - 01; 7 - 02	600-45	0.3 14
CHANNEL EAST OF ADAMS ISLAND	13.8	14.0	8.9	5 - 01; 7 - 02	145	0.4 14
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						























**SECTION II****NM 29/03****NIMA HYDROGRAPHIC PRODUCTS CATALOG CORRECTIONS**

Note: Underlining indicates that column in which a correction has been made or new information added.				Edition		Price Category	Page(s)	NTM
NIMA Ref. No. (National Stk. No.)	Title	Scale = 1:	No.	Date				
18BHA18660 (7642014670793)	REGION 1  San Joaquin River-Antioch to Medford Island  Panels: Eastern Western	20,000 20,000	2	<u>5/03</u>	NOS	1-98	29/03	
<u>AIRALMANAC401</u> (7641015029827)	MISCELLANEOUS CHARTS AND PUBLICATIONS  <u>Air Almanac 2004</u>				GPO	10-23	29/03	
<u>NAUTALMANAC04</u> (7642015029720)	<u>Nautical Almanac 2004</u>				GPO	10-23	29/03	

Price Categories effective 1 October 2002

A    17.75	E    9.00	G    4.50	I    26.25
D    10.75	F    9.00	H    2.50	R    2.50

CHS Canadian Hydrographic Service

DS Distribution Limited

GPO Government Printing Office

NOS National Ocean Service

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For questions concerning the availability and distribution of announced charts, users should contact the Defense Logistics Agency (DLA) at 1-800-826-0342 or 804-279-6500; DSN 695-6500; Fax 804-279-6524.

## NAVIGATION PUBLICATIONS

**ALMANACS CORRECTIONS**

<b>AIR ALMANAC</b>	<b>Ed 2004</b>	<b>NEW EDITION</b>
(NIMA)		29/03
<b>NAUTICAL ALMANAC</b>	<b>Ed 2004</b>	<b>NEW EDITION</b>
(NIMA)		29/03

**SAILING DIRECTIONS CORRECTIONS**

<b>PUB 120</b>	<b>2 Ed 2001</b>	<b>LAST NM 23/03</b>
Page 52—Line 1/L to Page 55—Line 6/R; read:		
<b>Vessel Traffic Service</b>		

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Western Canada.

**Responsibilities**

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of the ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.
2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessels that may be specified in the direction.
3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:
  - a. Leave a VTS Zone.
  - b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
  - c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

**Traffic Clearance**

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the

authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.
3. Commencing a maneuver that may be detrimental to safe navigation.
4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

**Communications**

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services*.

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

*Communication Difficulties.*—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

*Shipboard Radio Equipment Malfunction.*—In the event of a shipboard radio equipment failure where the ship is unable to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations*.
2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to

**PUB 120 (Continued)**

establish communications in accordance with the *Vessel Traffic Services Zone Regulations*.

**Zone Descriptions**

*Western Canada*.—The Western Canada VTS Zone consists of all Canadian waters on the W coast of Canada and referred to in the *Vessel Traffic Services Zone Regulations*.

*Local Zones*.—West Coast VTS Local Zones have been established for traffic to Prince Rupert, Tofino, and Vancouver. The appropriate Sailing Directions (Enroute) volumes should be consulted.

**Zone Application**

*Western Canada Offshore*.—With respect to Western Canada VTS Zones, the *Vessel Traffic Services Zone Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward, including Alaska, or as soon as possible where the ETA at that VTS Zone is less than 24 hours after the ship departs from the last port of call, as follows:

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
  - a. Oil Pollution Prevention Regulations.
  - b. Pollutant Substances Regulations.
  - c. Dangerous Goods Shipping Regulations.
  - d. International Maritime Dangerous Goods Code (IMDG).
  - e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

Participation is mandatory; however, vessels between 300 and 500 gross tons are also encouraged to participate fully to receive the maximum benefit.

*Local VTS Zones*.—For vessels within or about to enter a Western Canada VTS Zone, the *Vessel Traffic Services Zone Regulations* apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
  - a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
  - b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

**Reporting Requirements**

*Change in information*.—A report shall be made whenever a significant change occurs in the information previously

provided in any report made pursuant to the *Vessel Traffic Services Zone Regulations*.

*Non-routine reports*.—Pursuant to the *Vessel Traffic Services Zone Regulations*, a report indicating the vessel's name, position, and a description of the incident shall be made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.
10. Any ice and weather conditions that are detrimental to safe navigation.

**Note**.—Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

**Offshore Report**

The *Vessel Traffic Services Zone Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward, including Alaska, or as soon as possible where the ETA at that VTS Zone is less than 24 hours after the ship departs from the last port of call. The following information may be required:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).
9. The estimated time that the ship will enter the VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.
13. The intended route of the ship.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.

**PUB 120 (Continued)**

18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.

19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.

20. The name of the Canadian or United States agent of the ship.

21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

Designator	Required Information
MIKE	<p>ISM, if applicable, and if any issued to the vessel:</p> <ol style="list-style-type: none"> <li>1. What is the name of the Issuing Authority?</li> <li>2. ISM Safety Management Certificate <ul style="list-style-type: none"> <li>(a) What is the date of issue?</li> <li>(b) What is the date of expiration?</li> </ul> </li> <li>3. ISM Document of Compliance: <ul style="list-style-type: none"> <li>(a) What is the date of issue?</li> <li>(b) What is the date of expiration?</li> </ul> </li> </ol>

**CVTS Advance Report**

The Advance Report is a cooperative voluntary measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on collective ports and to facilitate transits through Canadian and U.S. waters. This one report will satisfy the Canadian VTS Offshore Report, the U.S. Notice of Arrival Report, and the State of Washington Advance Notice of Entry Report.

Ninety-six hours and 24 hours prior to entering the territorial waters of the W coast of Canada, all vessels 300 gross tons or greater, including tugs and tows, report all of the following information, by the owner, master, agent or person in charge of a vessel directly to the Marine Communications and Traffic Services (MCTS) Regional Marine Information Center (RMIC) in the format below via any of the following methods:

1. Via INMARSAT telex 04352586 CGTC VAS VCR.
2. Via any Canadian Coast MCTS Center free of charge.
3. Directly to CVTS Offshore by fax: (604) 666-8453.
4. Directly to Vancouver MCTS Center via E-mail: rmic-pacific@pac.dfo-mpo.gc.ca. (plain text only)

Designator	Required Information
ALPHA	Vessel name, call sign, flag, and IMO International Number (Lloyds Register No.). If vessel does not have an assigned IMO International Number, use the Official Number of the vessel.
BRAVO	Current date and time (UTC).
CHARLIE	Current position.
ECHO	True course.
FOXTROT	Speed in knots.
GOLF	Name of port or place of departure.
HOTEL	ETA to Buoy J at the entrance to Juan de Fuca Strait, if applicable.
INDIA	Destination and ETA to port of destination.

## PUB 120 (Continued)

Designator	Required Information	Designator	Required Information
NOVEMBER	Vessel MMSI number.		1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO.
OSCAR	Maximum present static draft.	XRAY	If bound for a Canadian port, expiration date of: 1. International Oil Pollution Prevention Certificate, or Certificate of Compliance. 2. International Noxious Liquid Substance Certificate, or Certificate of Compliance. 3. Certificate of Fitness (Chemical tanker). 4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance. 5. Indicate if a shipboard oil pollution emergency plan is on board. 6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination.
PAPA	1. If bound for a Canadian port, dangerous or pollutant cargo by name, UN Number, or IMDG Code Number, if applicable. 2. If bound for a U.S. port, name and UN Number or IMDG Code Number of certain dangerous cargoes as defined in 33 CFR 160.203. (The vessel must also report the items required in 33 CFR 160.211 (a)(1) through (a)(16) and (b) when applicable). 3. If a tank vessel, indicate whether loaded.		If bound for a U.S. port: 1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount. 2. Indicate name of Washington State spill contingency plan. 3. Classification society of vessel. 4. Name and phone number of a 24-hour point of contact for vessel-related concerns.
QUEBEC	Any defects; deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions.		
ROMEO	Have you tested your steering and propulsion (both ahead and astern) as required by regulation? YES or NO.		
SIERRA	On scene weather, if severe.		
TANGO	Agent name, owner name, and name of operator or person in charge of vessel.		
UNIFORM	Vessel gross tonnage.		
WHISKEY	<b>For approaches to Juan de Fuca Strait:</b> Ballast water—If in ballast, has your vessel: 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO. Made the required notification and reports to Canada/United States as applicable? YES or NO. <b>Notification/Reports required by:</b> United States—U. S. Coast Guard fax: (301) 261-4319. Canada—Destination port: Vancouver—fax: (604) 665-9099. Fraser—fax: (604) 524-1127. Nanaimo—fax: (250) 753-4899. <b>For approaches to the Prince Rupert Traffic Zone and the northern ports of British Columbia:</b> Ballast water—If in ballast, has your vessel:		For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours. Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

**Local VTS Zone Reports**

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulations*, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

*Information Required.*—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.

**PUB 120 (Continued)**

7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.

8. The estimated time that the ship will depart the berth.

9. The estimated time at which the ship will next arrive at a location requiring a report.

*Entering a Zone.*—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

*Arriving at a Calling-In-Point (CIP).*—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

*Arriving at a Berth.*—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

*Departure Maneuvers.*—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

*Maneuvers.*—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

(Can NM 6W/03, Section 3 and Section 4; Can Radio Aids to Marine Navigation (Pacific and Western Arctic), Part 3) 29/03

**PUB 124        8 Ed 2001        LAST NM 28/03**

Page 83—Lines 26 to 55/R; read:

The Dow Chemical Terminal consists of a quay 253m long with an alongside depth of 10m, which can handle chemical and petroleum vessels up to 18,000 dwt.

The Macuco Wharf, Berths 12A to 27, has a length of 3,017m long with alongside depths of 8 to 11m. Grain is handled at Berths 13 and 26.

The Paqueta Wharf, Berths 1 to 12, has a length of 2,071m long with alongside depths of 5 to 7m. Grain is handled at Berth 1. An underwater sill protrudes 1.2m from Berth 6.

The Saboo Wharf is 990m long and has an alongside depth of 10m. Bulk solids and bulk liquids are handled. The maximum vessel length accommodated is 200m.

The Alamo Wharf is 841m long with alongside depths of 7 to 12m. It handles bulk petroleum liquids. The maximum vessel size is 283m.

The Conceicao Quay consists of two berths, with a total length of 567m, and an alongside depth of 13.5m. The bulk fertilizer quay is located across from Paqueta Wharf. The maximum vessel length accommodated is 265m.

The container terminal is located across from the Paqueta Wharf. It can handle two vessels. The length is 510m with a depth of 13m.

The Barnabe Quay is 301m long with an alongside depth of 10m. It handles petroleum by-products and is located across from the Estario Quay. The maximum vessel length is 190m.

The Cosipa Wharf is 200m with a depth of 12m, with an additional two quays. Quay one is 342m long, and the second quay is 303m long. They are located at the N end of Canal de Picaquera and can handle two vessels at the same time.

The Ultrafertil Quay is L-shaped and 164m long, with an alongside depth of 10m. A fertilizer wharf is located close E of Cosipa Wharf. It can handle vessels up to 23,000 dwt.

(Brz SD South Coast)

29/03

Page 87—Line 12/L; read:

a velocity of 0.75 knot, the ebb a velocity of 2.4 knots. At

(Brz SD South Coast)

29/03

Page 87—Line 52/L; insert after:

**Caution.**—Vessels should obtain updated local information on depths in channels and basins due to the accumulation of sand.

The dredged approach channels are not safe for navigation when there are high winds.

(Brz SD South Coast)

29/03

**PUB 163        8 Ed 2002        LAST NM 28/03**

Page 79—Lines 4 to 17/L; read:

*Anchorage.*—Tanjungperak roadstead is bound on the W by the meridian of Buffels and on the E by the meridian of the beacon atop a hill, 85m high, 1.75 miles ENE of Tanjung Kamal.

Anchorage areas for commercial vessels have been designated to the N and NW of Tanjungperak and are best seen on the chart.

A naval anchorage has also been designated N of the Naval Basin. This area is restricted and permission must be obtained from the harbormaster.

Both areas have depths of 9.4 to 20m, mud and/or sand. In both monsoons, the roadstead offers safe anchorage, but sometimes vessels drag anchor when a strong wind is combined with strong tidal currents.

The presence of foul ground and wrecks encumbers the anchorage areas and caution must be observed.

(BA NM 15/03, Section IV)

29/03

**PUB 172**      **9 Ed 2001**      **LAST NM 28/03**

Page 54—Lines 7 to 17/L; read:

**4.36 Bashayer Oil Terminal** (19°24'N., 37°19'E.), a tanker crude oil-loading facility, is approached from N of Towartit Reef.

**Winds—Weather.**—The prevailing winds are from the N; these winds may have gusts up to 35 knots in winter, but tend to be variable and light to moderate at other times. Without the N winds, there is a tendency for winds to veer towards the shore in the middle of the morning.

In summer, offshore winds are normally the strongest; gusts up to 60 knots can occur.

**Tides—Currents.**—The tides are usually diurnal with a mean spring range of about 1.4m.

Currents in the area set mainly S and run parallel to the coast, rarely exceeding 1 knot.

**Depths—Limitations.**—The controlling depth in the approach channel is 50m.

There is a depth of 54m at the terminal. Vessels up to 300,000 dwt can be accommodated.

**Pilotage.**—Pilotage, which is compulsory and available during daylight hours only, should be requested from the Port Sudan Port Authority. The pilot boards, as follows:

1. Channel pilot—About 1 mile E of Port Sudan Light, in position 19°35.5'N, 37°16.0'E.

2. SBM pilot—3 miles N of the SBM. This pilot boarding position is the handover point with the channel pilot.

The pilot boarding time is usually between 0600 and 0700, depending on the time of year.

The Pilot Office and the pilot vessel can be contacted on VHF channel 10 and by e-mail, as follows:

pilots.portsudan@gnpoc.com

**Regulations.**—The vessel's ETA must be sent to the terminal, via the agent, 72 hours, 48 hours, 24 hours, and 12 hours in advance. The ETA should be reconfirmed if it changes by more than 2 hours.

Berthing is permitted during daylight hours only. Unberthing may be done at night at the discretion of the mooring master.

Vessels older than 20 years old will not be accepted for loading at the terminal.

Upon arrival off Port Sudan, vessels are required to contact the Port Sudan Signal Station on VHF channel 14 to obtain the pilot boarding time, if available, together with any further instructions.

The Marine Supervisor of the facility can be contacted on VHF channel 10, when a vessel is loading at the SPM, and by e-mail, as follows:

omarine.portsudan@gnpoc.com

**Anchorage.**—Anchorage is not recommended off the terminal.

**Caution.**—A restricted area, with a radius of 1 mile, surrounds the terminal. Navigation in this area is only allowed with a pilot on board.

(BA NM 16/03, Section VI; BA NM 25/03, Section IV; BA NP 64; US CH 62142)      29/03

**PUB 175**      **7 Ed 2001**

Page 53—Lines 29 to 36/R; read:

**Elang Terminal** (10°52'S., 126°34'E.), consisting of a LANBY, is located within an area of oil wells and submerged pipelines that is best seen on the chart. An anchorage area lies 12.5 miles NE of the LANBY. A cautionary area has been established and is centered in this location.

**Laminaria Terminal** (10°37'S., 126°00'E.), consisting of an SPM lying about 11.5 miles WNW of Elang Terminal, is located within an area of oil wells and submarine pipelines that is best seen on the chart. A cautionary area has been established and is centered in this location. Buffalo Terminal, abutting Laminaria Terminal, is centered 7 miles SE and contains an oil production platform. In addition, the FSO Northern Endeavor is moored within the area.

**Pilotage.**—The pilot boards 3 miles N in position 10°34'S., 125°59'E.

(BA NM 14/03)

29/03

Page 92—Lines 8 to 11/R; read:

**Pilotage.**—Pilotage is compulsory. The pilot will board vessels off Dampier Port at a position located 7 miles from Legendre Island Light, on a bearing of 246° from the light. The mooring operation will be assisted by a support vessel.

(BA NM 14/03, Part IV)

29/03

Page 92—Lines 19 to 27/R; read:

**4.23 Legendre Oilfield** (19°41'S., 116°43'E.), located about 15 miles ESE of Wanaea Terminal, consists of a permanently-moored storage tanker and an offshore production unit close SE of it. The tanker and the production unit are connected by a pipeline. The facility is surrounded by a cautionary area, which has a radius of 3 miles.

**Pilotage.**—Pilotage is compulsory. The pilot will board vessels off Dampier Port at a position located 7 miles from Legendre Island Light, on a bearing of 246° from the light. The mooring operation will be assisted by a support vessel.

**Anchorage.**—An anchor berth, as shown on chart, has been established 700m NW of the platform.

**Caution.**—Extensive oil exploration activity is underway in the area between Glomar Shoal and Rankin Bank (19°44'S., 115°35'E.). Details can best be seen on the chart.

(BA NM 14/03, Part IV)

29/03

**PUB 193**      **8 Ed 2000**

Page 124—Lines 55 to 56/R; read:

**Pilotage.**—Pilots, provided by the Halmstad Pilotage Service, are stationed at Varberg. All requests for pilotage must be made through Marstrand VTS (see Sector 5). Pilots can be contacted by VHF and board close SW of the Approach

## SECTION II

NM 29/03

### PUB 193 (Continued)

Lighted Buoy (57°05.2'N., 12°13.3'E.). For further information, see paragraph 6.17.

(BA NP 286) 29/03

Page 126—Lines 1 to 7/L; strike out.  
(NIMA) 29/03

Page 127—Lines 54 to 56/R; read:

**Pilotage.**—Pilots, provided by the Halmstad Pilotage Service, are stationed at Falkenberg. All requests for pilotage must be made through Marstrand VTS (see paragraph 5.25). Pilots can be contacted by VHF and board in the vicinity of the Approach Lighted Buoy. For further information, see paragraph 6.17.

(BA NP 286) 29/03

Page 129—Lines 10 to 24/R; read:

**Pilotage.**—The Halmstad Pilotage Service Area includes the approach waters between latitudes 57°16'N and 56°30'N. Pilotage is compulsory within the area for the following vessels:

1. All Category 1 vessels.
2. Category 2 vessels of 80m in length, 15m beam, and 5m draft and over.
3. Category 3 vessels of 90m in length, 16m beam, and 5.5m draft and over.

In certain pilot channels leading to and from Ringhalsverken, pilotage is compulsory for the following vessels:

1. All Category 1 vessels.
2. Category 2 and 3 vessels of 80m in length, 15m beam, and 5m draft and over.

Pilots are stationed at Halmstad, Falkenberg, and Varberg. Vessels should send a request for pilotage and an ETA at least 5 hours in advance to Marstrand VTS (see paragraph 5.25).

Pilots can be contacted by VHF and board, as follows:

1. For Halmstad—About 0.6 mile NE of the Fairway Lighted Buoy (56°37'N., 12°47'E.).
2. For Falkenberg—in the vicinity of the Approach Lighted Buoy (56°51'N., 12°27'E.).
3. For Varberg—Close SW of the Approach Lighted Buoy (57°05.2'N., 12°13.3'E.).

All vessels bound for Halmstad must report to the pilot station (Lotsarna Halmstad) on VHF before arrival and, when within the harbor, before turning, warping, or departing.

(BA NP 286) 29/03

### COAST PILOT CORRECTIONS

#### COAST PILOT 1      33 Ed 2003      Change No. 5 LAST NM 28/03

Page 214—Paragraph 363, lines 6 to 13; read:  
but contracts to 100 yards 1.3 miles above. In January 2003, the controlling depths were 4.5 feet in the dredged entrance channel to abeam of Horton Rocks, about 1 mile above the entrance on the west side of the channel, thence 4.4 feet in midriver for about 1.6 miles, and thence 4.7 feet in the upper

dredged section for about 0.8 mile to the turning basin just above and east of Block Point, thence 3.4 to 4.7 feet in the basin with lesser depths along the sides. Mariners are advised ...

(12/03 CG1; CL 407/03;  
BPs 179958-64; NOS 13316) 29/03

Page 249—Paragraph 459, lines 5 to 7; read:  
turning basin off the facilities. In 1997, the controlling depth was 35 feet in the access channel and in the turning basin except for shoaling to 31 feet along the ...

(CL 999/03; BP 180680) 29/03

Page 351—Paragraph 93, lines 9 to 11; read:  
are close to the sailing line. In January-March 2002, the dredged section of Salem Channel had a controlling depth of 29.4 feet, thence in 1997-2002, 27 feet ...

(CL 1907/02; BPs 179148-53; NOS 13276) 29/03

Page 391—Paragraph 118, lines 5 to 8; read:  
marks the approach. In June 2002, the controlling depths were 2.6 feet (5.5 feet at midchannel) to the Yacht Club, (41°45'18"N., 70°09'15"W.), thence 4.0 feet in the east half and shoaling to bare in the west half of the channel in about 41°45'18"N., 70°09'12"W., and thence in September 2001, 5 feet in ...

(CL 734/03; BP 180451; NOS 13250) 29/03

#### COAST PILOT 6      33 Ed 2003      Change No. 6 LAST NM 27/03

Page 185—Paragraph 101; read:

In August 2002, the controlling depths were 24.1 feet in the approach and in the channel through the outer harbor to the mouth of the river, thence 21 feet in the river channel to the head of the Federal project at Seneca Street (except for a 19.7-foot spot along the E edge of the channel near the entrance to Oswego Marina.) The outer harbor W of the entrance channel had depths of 12 to 16 feet (except for lesser depths along the S end of the W breakwater.) The outer harbor E of the entrance channel had depths of 19 to 21 feet (except for lesser depths along the SE edge.) The channel leading SW to the turning basin had a depth of 18.9 feet with lesser depths along the edges, thence 16 to 21 feet in the basin.

(BP 179139; CL 1922/02) 29/03

Page 190—Paragraph 151, lines 1 to 3; read:

In September-October 2002, the controlling depths were 3.8 feet in the dredged channel to the boat launch ramp access channel, with 7.4 feet in the access channel, thence 5.3 ...

(BP 180120) 29/03

Page 214—Paragraph 95, lines 4 to 6; read:  
off the public dock at Niagara Falls, N.Y. In October 2002, the controlling depth in the channel was 11.8 feet. The channel is marked with buoys.

(BPs 180620-23; CL 942/03) 29/03

## SECTION II

NM 29/03

### **COAST PILOT 6 (Continued)**

Page 246—Paragraph 413, lines 8 to 17; read:

inside the mouth of the river. In April-June 2002, the controlling depths were 5.2 feet (6.6 feet at midchannel) in the entrance channel to the anchorage basin, thence 5 feet to the Norfolk-Southern Railway bridge, thence 2.7 feet (4.2 feet at midchannel) to the turning basin, with 3.6 to 4.7 feet in the basin. The anchorage basin, just inside the mouth of the river, had depths of 4.8 to 7 feet with lesser depths along the SW edge.

(BP 180581; CL 883/03)

29/03

Page 397—Table, item 35; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
35	South Damen Ave. bridge	Highway	6.14			140		28 Fixed.

(CL 913/03)

29/03

Page 422—Table, item 23; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
23	North Sixth St. bridge	Highway	1.37			92		23 Bascule. Note 1.

(CL 1035/03)

29/03

Page 423—Table, item 29; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
29	South Sixth St. bridge	Highway	1.51			80		14 Bascule. Note 1.

(CL 1036/03)

29/03

## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
35940	- Channel Buoy 42				Red nun.	*	29/03
		*				*	
38610	- LIGHT 140	42 16 45 N 73 47 00 W	Q R	24	4	TR on skeleton tower.	
					*		29/03
38720	RATTLESNAKE ISLAND LEADING LIGHT RI	42 22 48 N 73 47 42 W	Fl W 4s	41	6	NG on skeleton tower.	
					*		29/03
38905	- Lighted Buoy 202	42 31 22 N 73 45 43 W	Fl R 2.5s		4	Red.	Replaced by nun from Nov. 15 to Apr. 1.
		*					29/03
<b>Cumberland Bay</b>							
39415	PLATTSBURG BREAKWATER SOUTHWEST LIGHT	44 41 36 N 73 26 23 W	Fl W 2.5s	10	5	NW on post worded DANGER JETTY.	
					*		29/03
<b>Main Passage</b>							
39565	Colchester Shoal Lighted Buoy 35 At northwest point of shoal.		Fl G 2.5s		4	Green.	Maintained from May 1 to Nov. 1.
		*			*	*	
		*			*	*	29/03
40000	- LIGHT 13	43 41 18 N 73 24 15 W	Fl G 4s	25	4	SG on skeleton tower.	
					*		29/03
40005	- LIGHT 14		Fl R 4s	25	3	TR on skeleton tower.	
					*		29/03

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2275	- NORTH JETTY LIGHT 2	38 56 14 N 75 17 53 W	Fl R 4s	25	6	TR on skeleton tower.	Higher intensity beam on 240°.
				*			29/03
3750	- UPPER RANGE FRONT LIGHT	40 03 16 N 74 58 18 W	Fl R 2.5s	24		On skeleton tower.	Visible on range line only. Lighted throughout 24 hours.
			*		*		29/03
3755	- UPPER RANGE REAR LIGHT 764 yards, 042.30° from front light.		Oc R 4s	50		On skeleton tower.	Visible on range line only. Lighted throughout 24 hours.
			*		*		29/03

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME III LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7460	<i>Dames Point Cutoff Lighted Buoy 48</i>						<i>Remove from list.</i>
							*
							29/03
18815	- Daybeacon 8B						<i>Remove from list.</i>
							*
							29/03
	<b>Puerto Arecibo</b>						
30725	- Buoy 1	18 28 48 N 66 42 17 W				Green can.	
		*					29/03
*31683	<i>North St Thomas Lighted Buoy H</i>	18 38 21 N 64 58 46 W	F1 Y 4s			Yellow sphere.	Private aid.
							29/03
	<b>*Delete Heading: *Buccaneer Inn</b>						
59190	- Daybeacon 1						<i>Remove from list.</i>
							*
							29/03
59195	- Daybeacon 2						<i>Remove from list.</i>
							*
							29/03
59200	- Daybeacon 3						<i>Remove from list.</i>
							*
							29/03
59205	- Daybeacon 4						<i>Remove from list.</i>
							*
							29/03
59210	- Daybeacon 5						<i>Remove from list.</i>
							*
							29/03
59215	- Daybeacon 6						<i>Remove from list.</i>
							*
							29/03
59220	- Daybeacon 7						<i>Remove from list.</i>
							*
							29/03
	<b>*Add Heading: *Buccaneer Inn</b>						
59225	Cannons Marina Daybeacon 2	27 25 24 N 82 39 48 W			TR on pile.		Private aid.
							29/03
59235	- Daybeacon 8						<i>Remove from list.</i>
							*
							29/03
59240	- Daybeacon 9						<i>Remove from list.</i>
							*
							29/03

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME III LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
59250	- Daybeacon 11						<i>Remove from list.</i>
							*
							29/03
59255	- Daybeacon 12						<i>Remove from list.</i>
							*
							29/03
59260	- Daybeacon 13						<i>Remove from list.</i>
							*
							29/03
59275	- Daybeacon 17						<i>Remove from list.</i>
							*
							29/03
59290	- Daybeacon 21						<i>Remove from list.</i>
							*
							29/03

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
6649	- LIGHT 3	30 14 52 N	Fl G 4s	17	4	SG-TY on pile.	Ra ref.
32684		88 25 32 W					*
							29/03
18055	- LIGHT 37 125 feet outside channel limit.		Fl G 4s	17	4	SG on pile.	Ra ref.
							*
							29/03
*21592	SABINE PASS BATTLEGROUND STATE PARK ENTRANCE LIGHT 1	29 44 04 N 93 52 28 W	Fl G 6s	7		SG on pile.	Private aid.
							29/03
*21592.01	Sabine Pass Battleground State Park Entrance Daybeacon 2	29 44 04 N 93 52 29 W				TR on pile.	Private aid.
							29/03
22017	- LIGHT 74A	29 58 44 N 93 49 21 W	Fl R 4s	17	4	TR-SY on pile.	
33907							*
							29/03
23039.1	REDFISH ISLAND SHOAL LIGHT	29 31 26 N 94 53 39 W	Fl W 6s	17	5	NG on pile.	
							*
							29/03
<b>South Boater Cut</b>							
23136	- LIGHT 1 50 feet outside channel limit.	29 32 35 N 94 53 12 W	Fl G 4s	17	4	SG on pile.	Ra ref.
							*
							29/03

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
24025	- LIGHT 109	29 42 00 N 95 01 19 W	Fl G 4s	17	5	SG on pile.	Ra ref.
		*		*		*	29/03
24497	-LIGHT 149 175 feet outside channel limit.		Fl G 2.5s	17	3	SG on pile.	
				*		*	29/03
26195	- LIGHT 49	28 32 44 N 96 29 42 W	Oc G 4s	17	4	SG on pile.	Ra ref.
		*		*		*	29/03
26200	- LIGHT 50		Oc R 4s	17	4	TR on pile.	Ra ref.
				*		*	29/03
26275	- LIGHT 59	28 34 41 N 96 32 29 W	Oc G 4s	17	4	SG on pile.	Ra ref.
		*		*		*	29/03
26360	- LIGHT 71		Fl G 4s	17	4	SG on pile.	Ra ref.
				*		*	29/03
28430 40810	- LIGHT 40		Fl R 4s	17	3	TR-TY on skeleton tower on piles.	
				*		*	29/03

### WEST BAY TO SANTA ROSA SOUND (Chart 11385)

#### Choctawhatchee Bay

30030	- LIGHT 1	30 22 48 N 86 07 06 W	Fl G 2.5s	17	4	SG-SY on pile.	
				*		*	29/03
30255	- LIGHT 5		Fl G 4s	17	4	SG on pile.	Ra ref.
				*		*	29/03
32684 6649	- LIGHT 3	30 14 52 N 88 25 32 W	Fl G 4s	17	4	SG-TY on pile.	Ra ref.
				*		*	29/03
32910	MERRILL SHELL BANK LIGHT		Fl W 6s	30	6	NR on skeleton tower on piles.	
				*		*	29/03
33907 22017	- LIGHT 74A	29 58 44 N 93 49 21 W	Fl R 4s	17	4	TR-SY on pile.	
		*		*		*	29/03
40810 28430	- LIGHT 40		Fl R 4s	17	3	TR-TY on skeleton tower on piles.	
				*		*	29/03

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7405	- LIGHT 49	38 13 42 N 121 40 32 W	Q G	15	3	SG on pile.	
		*					29/03
7415	- LIGHT 50	38 13 44 N 121 40 25 W	Fl R 4s	12	3	TR on pile.	
		*					29/03
7420	- LIGHT 51	38 14 15 N 121 40 26 W	Q G	25	3	SG on pile.	
		*					29/03
7425	- LIGHT 52	38 14 13 N 121 40 20 W	Q R	25	4	TR on pile.	
		*					29/03
<b>SACRAMENTO RIVER (Chart 18662)</b>							
<b>Sacramento River Deep Water Ship Channel</b>							
7430	- LIGHT 53	38 15 23 N 121 40 50 W	Fl G 4s	25	3	SG on pile.	
		*					29/03
7435	- LIGHT 54	38 15 22 N 121 39 59 W	Fl R 4s	15	3	TR on pile.	
		*					29/03
7445	- LIGHT 56	38 16 32 N 121 39 38 W	Fl R 4s	25	4	TR on pile.	
		*					29/03
7450	- LIGHT 57	38 18 24 N 121 39 17 W	Fl G 4s	25	4	SG on pile.	
		*					29/03
7455	- LIGHT 58	38 18 23 N 121 39 11 W	Fl R 4s	25	4	TR on pile.	
		*					29/03
7460	- RANGE A FRONT LIGHT 59	38 20 01 N 121 38 54 W	Q G	25	3	KRW on piles; SG facing downstream.  Light changes to Q W when abeam proceeding upstream. Higher intensity on rangeline.	
		*					29/03
<b>KWAJALEIN ATOLL (Chart 81715)</b>							
<b>Kwajalein Atoll</b>							
<b>Roi-Namur Islands Channel</b>							
Kwajalein Atoll has been converted to the IALA Maritime Buoyage system for Region A.							
30310	- Approach Lighted Buoy 2	09 20 34 N 167 27 48 E	Fl R 4s	4	Red.		
		*					29/03

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30312	- Daybeacon 3	09 22 25 N 167 28 19 E		11		TG on pile.	
		*					29/03
30315	- Lighted Buoy 5	09 22 59 N 167 28 11 E	Fl G 4s		4	Green.	
		*					29/03
<b>Kwajalein-Roi Highway Channel</b>							
30345	- Lighted Buoy 2	08 53 04 N 167 38 46 E	Fl R 4s		4	Red.	
		*					29/03
30350	- Buoy 4	08 59 35 N 167 36 39 E				Red can.	
		*					29/03
30355	- Daybeacon 6	09 06 21 N 167 34 30 E		25		SR on pile.	
		*					29/03
30357	- Lighted Buoy 8	09 12 32 N 167 30 27 E	Fl R 4s			Red.	
		*					29/03
30362	- Buoy 10	09 16 02 N 167 29 04 E				Red can.	
		*					29/03
30370	- Lighted Buoy 13	09 18 41 N 167 28 33 E	Fl G 4s		4	Green.	
		*					29/03
<b>Meck Island</b>							
30375	- Approach Lighted Buoy 2	09 00 00 N 167 42 38 E	Fl R 4s		4	Red.	
		*					29/03
<b>Kwajalein Bigej Channel</b>							
30390	- Buoy 1	08 52 34 N 167 45 52 E				Green nun.	
		*					29/03
30395	- Buoy 2	08 52 07 N 167 45 31 E				Red can.	
		*					29/03
<b>Kwajalein South Pass</b>							
30400	- Buoy 1	08 46 47 N 167 38 51 E				Green nun.	
		*					29/03

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30405	- Buoy 2	08 47 03 N 167 38 39 E				Red can.	
		*					29/03
	<b>Kwajalein Gea Pass</b>						
30410	- Lighted Buoy 2	08 49 13 N 167 35 49 E	Fl R 2.5s		5	Red.	
		*					29/03
30415	- Lighted Buoy 3	08 49 09 N 167 36 12 E	Fl G 2.5s		4	Green.	
		*					29/03
30425	- Lighted Buoy 6	08 49 24 N 167 37 00 E	Fl R 4s		4	Red.	
							29/03
	<b>Kwajalein Lagoon</b>						
30430	- Junction Lighted Buoy V	08 52 23 N 167 43 50 E	Fl (2+1) R 6s		4	Red and green bands.	
		*					29/03
30435	Kwajalein-Bigej Channel Buoy 5	08 49 17 N 167 42 38 E				Green nun.	
		*					29/03
30440	- Obstruction Daybeacon S	08 48 25 N 167 42 04 E		12		NB on post.	
		*					29/03
30445	- Obstruction Buoy Y	08 47 42 N 167 42 07 E				Red and green bands; can.	
		*					29/03
30450	KWAJALEIN-BIGEJ CHANNEL LIGHT 7	08 47 01 N 167 42 31 E	Fl G 4s	13	4	SG on post.	
		*	*				29/03
30455	Kwajalein-Bigej Channel Lighted Buoy 8	08 45 28 N 167 43 53 E	Fl R 2.5s		5	Red.	
		*					29/03
30460	Kwajalein-Bigel Junction Light N	08 44 19 N 167 43 45 E	Fl (2+1) G 6s	12	4	Green.	
		*	*				29/03
30465	Kwajalein Harbor Approach Channel Lighted Buoy 1	08 47 34 N 167 39 47 E	Fl G 4s		4	Green.	
		*					29/03

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30470	- Junction Lighted Buoy B	08 45 25 N 167 42 47 E	Fl (2+1) R 6s		4	Red and green bands.	
		*					29/03
	<b>Kwajalein Harbor</b>						
30475	- Channel Buoy 3	08 45 02 N 167 42 33 E				Green nun.	
		*					29/03
30480	- Channel Buoy 5	08 44 29 N 167 43 07 E				Green nun.	
		*					29/03
30490	- Channel Buoy 9	08 44 05 N 167 43 32 E				Green nun.	
		*					29/03
30495	- Channel Lighted Buoy 8	08 44 11 N 167 43 33 E	Fl R 4s		4	Red.	
		*					29/03

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## SECTION II

### CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
16044 J 6398	Dr. Albert Plesman Field, AVIATION LIGHT.	12° 10.9' N 68° 57.2' W	Al.FI.W.G. period 10s	148 45	19	Concrete pillar and gallery.	*

29/03

### CORRECTIONS TO PUB 111, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
6056 K 2771	-Nelson Head, port, S. side.						Remove from list.
8308 K 2058.5	-NW. Revetment Mound, head.	34° 47.0' S 138° 28.2' E	Q.R.				*
		*	*				29/03
8324 K 2059.6	-Channel beacon No. "8".	34° 46.2' S 138° 29.0' E	F.R.			PART (A) R, beacon, topmark.	
		*	*				29/03
*8325 K 2059.61	--No. "8A".	34° 46.0' S 138° 29.0' E	V.Q.R.			PART (A) R, beacon, topmark.	
		*	*				29/03
*9778 K 3235	Osborne Reef.	12° 59.7' S 143° 43.6' E	V.Q.(3)W. period 5s			E. CARDINAL BYB, pillar, topmark.	
RACON		O(---)					29/03
*9782 K 3235	Diamond Reign Reefs.	13° 11.5' S 143° 47.8' E	Q.(3)W. period 10s			E. CARDINAL BYB, pillar, topmark.	
RACON		K(- - -)					29/03
*9822 K 3223	Fairway Channel.	13° 54.0' S 144° 17.2' E	V.Q.(9)W. period 10s			W. CARDINAL BYB, pillar, topmark.	
RACON		B(- - - -)					29/03

29/03

### CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
6968 F 5967.4	Simotu Ko.	34° 06.8' N 135° 04.6' E	Fl.W. period 4s	308 94	7	White square concrete tower; 43.	*
		*	*	*	*		*
17284 F 4301	Oenaro Do, NW. side, W. breakwater.	34° 27.3' N 127° 27.1' E	Fl.G. period 6s	33 10	5	White square steel tower; 8.	
		*	*	*	*		29/03

29/03

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## SECTION II

### CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*17856.5 Pan-so. <i>F 4151</i>		36° 58.2' N 125° 51.2' E	Fl.(2)W. period 10s	49 15	8	ISOLATED DANGER BRB, beacon, topmark; 65.	29/03
*17858 Chi-do. <i>F 4155.1</i>		37° 03.0' N 125° 58.9' E	Fl.(2)W. period 5s	49 15	8	ISOLATED DANGER BRB, beacon, topmark; 78.	29/03

### CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
4802 -Losa del Figueral. <i>E 0269</i>							Remove from list.
19420 Tirebolu, Kale Burnu. <i>E 5788</i>		41° 00.5' N 38° 49.3' E	Fl.W. period 3s fl. 0.3s, ec. 2.7s	102 31	18	White framework tower; 26.	*
19428 Giresun. <i>E 5790</i>		40° 55.4' N 38° 23.4' E	Fl.W. period 15s fl. 1.5s, ec. 13.5s	364 111	18	White metal framework tower; 39.	29/03

### CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
942 Foto. <i>C 0573.5</i>		57° 40.4' N 11° 40.1' E	Fl.(2)W.R.G. period 6s	20 6	W. 9 R. 7 G. 6	Orange tower.	G. 236°-258°48', W.-262°12', R.-293°.
944 Dannekroken Range, front. <i>C 0557</i>		57° 41.1' N 11° 40.4' E	Iso.R. period 3s	28 9	8	Post, white triangular daymark, point up; 22.	*
948 -Rear, 300 meters 172° from front. <i>C 0557.1</i>		57° 41.0' N 11° 40.5' E	Iso.R. period 3s	44 13	8	Post, white triangular daymark, point down; 22.	29/03
968 Stora Varholmen. <i>C 0556</i>		57° 41.7' N 11° 42.0' E	L.Fl.(2)W.R.G. period 12s fl. 2s, ec. 2s fl. 2s, ec. 6s	50 15	W. 14 R. 10 G. 9	Red lantern.	G. 320°30'-326°, W.-340°, R.- 352°, G.-005°24', W.-007°48', R.-036°30', W. (unintensified)- 170°.
1040 -Viten. <i>C 0567</i>		57° 38.1' N 11° 37.2' E	Iso.W.R.G. period 6s	36 11	W. 11 R. 8 G. 7	White hut on white conical base; 30. Floodlit.	G. 250°-292°36', W.-296°12', R.-307°, R. (unintensified)- 015°, G. (unintensified)-094°, G.-105°06', W.-117°30', R.- 126°30', R. (unintensified)- 132°.

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## SECTION II

### CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
1044 <i>C 0564</i>	-Vinga Ungar, 732 meters NW. of Vinga Light.	57° 38.2' N 11° 35.5' E	Fl.(3)W.R.G. period 8s fl. 0.7s, ec. 1s fl. 0.7s, ec. 1s fl. 0.7s, ec. 3.9s	49 15 G. 4	W. 7 Post. R. 5 G. 4		G. 198°30'-266°24', W.- 269°12', R.-000°, G.-099°, R.- 198°30'.
		*	*	*	*		*
							29/03
1064 <i>C 0570</i>	-Buskars Knot.	57° 38.3' N 11° 41.0' E	Fl.(3)W.R.G. period 9s	39 12 G. 4	W. 8 Orange tower; 38. R. 5 Floodlit. G. 4		W. 012°36'-029°30', R-065°, Obscured-080°, R.-088°, G.- 182°, W.-190°30', R.-212°, G.-234°24', W.-239°06', R.- 270°30', G.-012°06'.
							*
	-RACON		K(- - -) period 30s		5		29/03
		*					*
1068 <i>C 0571</i>	-Tanneskar, E. point.	57° 39.5' N 11° 39.5' E	Iso.W.R.G. period 3s	29 9 G. 6	W. 10 White lantern. R. 7 G. 6		G. 227°-233°06', W.-239°06', R.-249°30', G.-256°42', W.- 260°54', R.-285°, G.-359°.
		*					*
							29/03
1072 <i>C 0571.6</i>	-Botto, entrance, E. side.	57° 39.0' N 11° 43.2' E	Oc.W.R. period 5s	41 12	W. 11 White tower, green band; 33. R. 8 Floodlit.		W. 000°-247°54', R.-261°, W.- 000°.
		*					*
							29/03
1080 <i>C 0572</i>	-Vasskarsgrund.	57° 39.2' N 11° 43.3' E	I.V.Q.W.R.G. period 8s	36 11 G. 9	W. 13 Red tower, white top, red roof, on R. 10 gray structure; 20. G. 9 Floodlit.		R. 237°-239°, G.-254°42', W.- 260°48', R.-277°30', G.-316°, W.-090°, R.-097°.
							*
	-RACON		B(- - -) period 20s		4		29/03
		*					*
1084 <i>C 0572</i>	Brandnasbotten.	57° 39.2' N 11° 44.2' E	Fl.(2)W.R.G. period 6s	25 8 G. 3	W. 6 Small white tower, green R. 4 masonry base. G. 3 Floodlit.		G. 047°-075°, W.-092°12', R.- 099°06', W.-144°. W. (unintensified)-236°, W.- 249°48', R.-325°.
		*		*	*		*
							29/03
1088 <i>C 0573</i>	-Gaveskar.	57° 39.7' N 11° 46.1' E	Oc.W.R.G. period 10s	33 10 G. 7	W. 10 White tower; 32. R. 8 Floodlit. G. 7		G. 202°-224°48', W.-234°54', R.- 243°, G.-267°06', W.-068°36', R.-077°.
		*					*
							29/03
1104 <i>C 0582</i>	-Knippeholmen.	57° 41.0' N 11° 49.1' E	Iso.W.R.G. period 4s	24 7	10 Tower, upper part white, lower black; 20.		G. 249°-262°36', W.-292°48', R.-334°, G.-047°, W.-064°30', R.-070°, G.-076°, W.-081°30', R.-shore.
		*		*	*		*
							29/03
1208 <i>C 0652</i>	-Rivo, E. extremity.	57° 39.6' N 11° 48.3' E	Fl.W.R.G. period 3s fl. 0.7s, ec. 2.3s	7 2 G. 3	W. 6 White wooden hut. R. 4 G. 3		G. 170°-173°42', W.-183°24', R.-199°, W. (unintensified)- 326°30', G.-340°, W.-345°30', R.-352°.
		*		*	*		*
							29/03

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Denotes a new entry when preceding the station number.

## SECTION II

### CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
10388	-Kullsand Range, front. <i>C 6202</i>						<i>Remove from list.</i>
10392	-Rear, 55 meters 329° from <i>C 6202.1</i> front.						<i>Remove from list.</i>
*10410	-Barsagrundet. <i>C 6201</i>	60° 41.1' N 17° 12.2' E	FIG. period 3s	20 6	4	Occasional.	*
							29/03

\*Add Heading:

\*GAVLE CHANNEL:

\*10410 -Barsagrundet.  
*C 6201*

60° 41.1' N FIG.  
17° 12.2' E period 3s

20  
6

Occasional.

29/03

**Note:** Asterisks (\*) indicate that column(s) in which a correction has been made or new information added.

Denotes a new entry when preceding the station number.



## SECTION II

**PUBLICATIONS AFFECTED BY NOTICE TO MARINERS  
THROUGH NM 29/03**

Note: \* indicates New Edition/New Publication; \*\* indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.		
<b>SIGHT REDUCTION TABLES (MARINE)</b>				
SRPUB229V1	1970	11/71*		
SRPUB229V2	1970	11/71*		
SRPUB229V3	1970	7/71*		
SRPUB229V4	1970	3/71*		
SRPUB229V5	1970	3/71*		
SRPUB229V6	1970	23/70*		
<b>SIGHT REDUCTION TABLES (AIR)</b>				
SRPUB249V1	2000	4/01*		
SRPUB249V2	1952	46/52*		
SRPUB249V3	1952	46/52*		
<b>CHART NO. 1</b>				
WOBZC1	1997	18/98*		
<b>CHART NO. 4</b>				
WOBZC4	1988	N23/91*		
<b>ATLAS OF PILOT CHARTS</b>				
NVPUB107	1998	30/99*		
NVPUB109	2001	49/02*		
<b>USCG NAVIGATION RULES</b>				
COMDTM166722D	1999	44/99*;52/00		
<b>NOS TIDE TABLES</b>				
NOSPBTTCWPACIN3	2003	N4/03*		
NOSPBTTECSTNSA3	2003	N4/03*		
NOSPBTTEURAFR3	2003	N4/03*		
NOSPBTWCSTNSA3	2003	N4/03*		
<b>TIDAL CURRENT TABLES</b>				
NOSPBTCTATCSTN3	2003	N4/03*		
NOSPBTCTPACAS3	2003	N4/03*		

### SECTION III

NM 29/03

#### BROADCAST WARNINGS

Details concerning the particulars of the broadcasting of radio navigational warnings may be found in Radio Navigational Aids, Pub. 117.

#### NAVAREA IV

Messages in force 031100Z July 2003:

2001 series	468(GEN)	236(11)	263(11,26)	270(11)
393(GEN)	2003 series	242(11)	264(GEN)	272(14)
2002 series	108(26,27)	261(GEN)	268(GEN)	273(11,26)
219(GEN)	231(14)	262(11)	269(11)	274(GEN)

The summary of all NAVAREA IV messages in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

#### NAVAREA IV WARNINGS issued from 261100Z June to 031100Z July 2003.

260/03. CANCELED.

261/03(GEN). GPS SATELLITE SYSTEM.  
PRN 17 UNUSABLE.

(262345Z JUN 2003)

262/03(11). LOUISIANA. RADIO SERVICES.

ON 01 JUL RADIO FACSIMILE BROADCAST FROM U.S. COAST GUARD STATION NEW ORLEANS WILL TRANSMIT DAILY ON 8502.0 KHZ, 12788.0 KHZ AND 16959.2 KHZ FOR THE 1200Z AND 1800Z BROADCASTS. THE 0000Z AND 0600Z BROADCASTS WILL REMAIN ON 4316.0 KHZ, 8502.0 KHZ AND 12788.0 KHZ.

(270940Z JUN 2003)

263/03(11,26). NORTH ATLANTIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS:
  - A. 0400Z TO 0359Z COMMENCING DAILY  
30 JUN THRU 06 JUL IN AREA BOUND BY  
30-45N 080-54W, 30-45N 080-11W,  
30-36N 080-11W, 30-34N 080-33W.
  - B. 0400Z TO 0359Z COMMENCING DAILY  
30 JUN THRU 06 JUL IN AREA BETWEEN  
29-10N 29-20N AND 079-40W 079-50W.
  - C. 1300Z TO 0600Z COMMENCING DAILY  
01 THRU 04 JUL IN AREA BETWEEN  
30-00N 29-50N AND 081-00W 080-50W.
2. CANCEL THIS MSG 070459Z JUL.

(271230Z JUN 2003)

264/03(GEN).

1. NAVAREA IV MESSAGES IN FORCE 281000Z JUN 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2003 SERIES: 231(14), 236(11), 242(11), 249(11,26), 256(25), 257(GEN), 258(38), 261(GEN), 262(11), 263(11,26).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03.
3. CANCEL NAVAREA IV 252/03.

(281010Z JUN 2003)

265/03 thru 267/03. CANCELED.

268/03(GEN). GPS SATELLITE SYSTEM.

1. PRN 21 UNUSABLE 031200Z TO 040001Z JUL.
2. CANCEL THIS MSG 040101Z JUL.

(301200Z JUN 2003)

269/03(11). GEORGIA. NAVTEX.

NAVTEX STATION SAVANNAH OFF AIR.

(301630Z JUN 2003)

270/03(11). GULF OF MEXICO.

1. SEISMIC SURVEY IN PROGRESS UNTIL 20 AUG  
BY M/V VERITAS VANTAGE AND M/V HAL CALLAIS  
TOWING EIGHT 6500 METER LONG CABLES IN AREA  
BETWEEN 26-00N 26-13N AND 095-05W 094-40W.  
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 21 AUG.

(301810Z JUN 2003)

SECTION III

271/03. CANCELED.

272/03(14). NORTH ATLANTIC. ICE.

1. RADAR TARGET DETECTED IN 44-23N 055-38W AT 010317Z JUL.
2. CANCEL THIS MSG 021420Z JUL.

(011420Z JUL 2003)

273/03(11,26). FLORIDA.

CHART 11480 (37TH ED).

CAPE CANAVERAL DGPS STATION 28-27-35N 080-32-35W OFF AIR.

(011810Z JUL 2003)

274/03(GEN). NORTH ATLANTIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 060251Z TO 060422Z JUL, ALTERNATE 070243Z TO 070414Z JUL IN AREAS BOUND BY:
  - A. 28-31N 080-33W, 28-25N 079-15W,  
28-12N 079-16W, 28-23N 080-36W.
  - B. 28-38N 080-27W, 28-38N 079-58W,  
28-11N 079-58W, 28-11N 080-27W.
  - C. 28-32N 075-15W, 27-08N 075-30W,  
26-39N 072-58W, 28-05N 072-41W.
  - D. 25-35N 054-21W, 21-20N 042-31W,  
16-28N 044-53W, 21-02N 056-13W.
2. CANCEL NAVAREA IV 267/03.
3. CANCEL THIS MSG 070514Z JUL.

(011830Z JUL 2003)

## SECTION III

### HYDROLANTS

Messages in force 031100Z July 2003:

2000 series	2203(51)	490(51)	1096(24)	1212(38)	1265(52)
2937(38)	2354(53)	544(55)	1117(37)	1213(35)	1267(36)
3762(43)	2673(GEN)	563(37)	1134(35)	1232(51,52)	1269(35)
4265(44)	2682(51)	604(26,27)	1146(57)	1238(37)	1273(37)
2001 series	2848(37)	675(37)	1158(53)	1239(GEN)	1274(37,52)
611(44)	2869(52)	738(35)	1161(51,52)	1242(24)	1276(37)
1798(37)	2882(54)	754(37)	1182(53)	1243(54)	1277(GEN)
2659(GEN)	2883(54)	867(37)	1183(36)	1244(53)	1280(35)
2700(37)	2003 series	903(36)	1186(43)	1245(36)	1281(24)
3161(44)	41(37)	925(53)	1192(35,43)	1246(53)	1282(14)
2002 series	65(53)	948(57)	1193(37)	1252(GEN)	1284(35)
245(GEN)	67(37)	1048(57)	1194(53)	1253(55)	
246(GEN)	76(54)	1067(52)	1201(57)	1254(55)	
383(53)	317(37)	1070(57)	1207(53)	1255(44)	
946(53)	390(22)	1088(57)	1210(52)	1258(35)	

The summary of all HYDROLANTS in force as of 12 December 2002 is given in Section III of NM 52/02.  
Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

#### HYDROLANT WARNINGS issued from 261100Z June to 031100Z July 2003.

1235/03 thru 1237/03. CANCELED.

1238/03(37). DOVER STRAIT.  
NAVIGATION PROHIBITED UNTIL FURTHER NOTICE  
WITHIN 500 METERS OF 51-22.0N 002-12.9E.  
WIDE BERTH REQUESTED.

(262043Z JUN 2003)

1239/03(GEN). GPS SATELLITE SYSTEM.  
PRN 17 UNUSABLE.

(262356Z JUN 2003)

1240/03 and 1241/03. CANCELED.

1242/03(24). BRAZIL-NORTH COAST.  
CHART 24270 (3RD ED).  
1. RECIFE MANOEL LUIS BF-1 LIGHTFLOAT  
00-49S 044-16W TEMPORARILY REMOVED.  
2. CANCEL HYDROLANT 1219/03.

(270555Z JUN 2003)

1243/03(54). ADRIATIC SEA.

1. COMMENCING 01 JUL THE ADRIATIC SEA SHIP REPORTING SYSTEM, A MANDATORY SHIP REPORTING SYSTEM FOR ALL TANKERS OF 150 GROSS TONS OR MORE AND ALL VESSELS OF 300 GROSS TONS OR MORE CARRYING ON BOARD DANGEROUS OR POLLUTING GOODS IN BULK OR PACKAGES, IS ESTABLISHED.
2. THE COVERED AREA IS THE ADRIATIC SEA NORTH OF PARALLEL 40-25N AND IT IS DIVIDED INTO FIVE SECTORS:
  - A. SOUTHERN BORDER PARALLEL 40-25N.  
NORTHERN BORDER PARALLEL 41-30N.  
COMPETENT AUTHORITY BRINDISI COAST GUARD,  
OPERATING ON VHF CHANNEL 10.
  - B. SOUTHERN BORDER PARALLEL 41-30N.  
NORTHERN BORDER PARALLEL 42-00N.  
COMPETENT AUTHORITY MRCC BAR,  
OPERATING ON VHF CHANNEL 12.
  - C. SOUTHERN BORDER PARALLEL 42-00N.  
NORTHERN BORDER PARALLEL 43-20N.  
COMPETENT AUTHORITY MRCC RIJEKA,  
OPERATING ON VHF CHANNEL 10.
  - D. SOUTHERN BORDER PARALLEL 43-20N.  
NORTHERN BORDER PARALLEL 44-30N.  
COMPETENT AUTHORITY MRSC ANCONA,  
OPERATING ON VHF CHANNEL 10.
  - E. SOUTHERN BORDER PARALLEL 44-30N.  
NORTHERN BORDER COASTLINE.  
COMPETENT AUTHORITIES MRSC VENZCA,  
OPERATING ON VHF CHANNEL 10,  
RSC TRIESTE, OPERATING ON VHF CHANNEL 10  
AND MRCC KOPER, OPERATING ON VHF CHANNEL 12.
3. THE REQUIRED REPORT, THAT SHALL BE ADDRESSED VIA VHF

## SECTION III

TO THE COMPETENT AUTHORITY OF ANY SECTOR ENTERED  
BY THE VESSEL, SHALL INCLUDE:  
ADDRESSED TO: ADRIATIC TRAFFIC  
TEXT: ADRIREP  
A. NAME, CALL SIGN, IMO ID NUMBER, FLAG.  
B. DATE AND TIME IN UTC.  
C. POSITION.  
F. COURSE, SPEED.  
G. PORT OF DEPARTURE.  
I. DESTINATION AND ETA.  
N. ETA TO THE NEXT CHECKPOINT.  
O. DRAUGHT.  
P. AGENT'S NAME, ADDRESS, 24 HOUR PHONE NUMBER.  
Q. TYPE, DEADWEIGHT, GROSS TONNAGE, LENGTH OVERALL.  
R. PERSONS ON BOARD.  
S. ANY OTHER INFORMATION, INCLUDING THE ONES  
RELATED TO EMERGENCY, DAMAGE, ACCIDENTS,  
POLLUTION OR LOSS CARGO AT SEA.

(271010Z JUN 2003)

1244/03(53). SICILIA-SOUTHEAST COAST. GUNNERY.  
1. GUNNERY EXERCISES 0400Z TO 2000Z DAILY 01 THRU 03,  
07 THRU 11, 14 THRU 18, 21 THRU 25 AND 28 THRU 31 JUL  
WITHIN 1.5 MILES OF 36-39-19N 015-00-53E.  
2. CANCEL THIS MSG 312100Z JUL.

(271445Z JUN 2003)

1245/03(36). BRISTOL CHANNEL.  
CHART 36165 (6TH ED).  
1. NAVIGATION PROHIBITED UNTIL FURTHER NOTICE  
WITHIN 0.5 MILES OF 51-14.01N 004-15.93W.  
2. CANCEL HYDROLANT 1155/03.

(271500Z JUN 2003)

1246/03(53). ISOLA DI USTICA.  
CHART 52180 (14TH ED).  
PUNTA GAVAZZI LIGHT 38-41.6N 013-09.4E UNLIT.

(271825Z JUN 2003)

1247/03 thru 1251/03. CANCELED.

1252/03(GEN).  
1. HYDROLANT MESSAGES IN FORCE 281000Z JUN 2003. ONLY THOSE  
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2003 SERIES: 1009(53,56), 1027(56), 1048(57), 1067(52),  
1070(57), 1080(56), 1088(57), 1096(24), 1117(37), 1134(35),  
1143(53), 1146(57), 1158(53), 1161(51,52), 1181(52),  
1182(53), 1183(36), 1186(43), 1192(35,43), 1193(37),  
1194(53), 1201(57), 1207(53), 1210(52), 1212(38), 1213(35),  
1215(37), 1220(55), 1224(56), 1227(38), 1232(51,52),  
1233(24), 1234(24), 1235(55), 1237(36), 1238(37),  
1239(GEN), 1242(24), 1243(54), 1244(53), 1245(36),  
1246(53), 1247(36), 1250(24), 1251(24).  
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE  
AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02.  
WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS  
ARE SUMMARIZED IN NM 13/03.  
3. CANCEL HYDROLANT 938/03, 941/03, 1209/03.

(281015Z JUN 2003)

1253/03(55). BLACK SEA. HAZARDOUS OPERATIONS.  
1. HAZARDOUS OPERATIONS 0900Z TO 1600Z DAILY  
03, 04, 09, 10, 14, 15, 17, 18, 22 AND 23 JUL  
AND 1000Z TO 2000Z DAILY 07, 08 AND 21 JUL  
IN AREA BOUND BY  
44-23.0N 028-42.5E, 44-27.0N 029-01.0E,  
44-20.0N 029-01.5E, 44-13.0N 028-56.5E.  
2. CANCEL THIS MSG 231700Z JUL.

(281110Z JUN 2003)

1254/03(55). BLACK SEA. GUNNERY.  
1. GUNNERY EXERCISES 0600Z TO 1600Z DAILY  
03 AND 04 JUL IN AREA BOUND BY  
46-49.9N 037-15.2E, 46-46.5N 037-12.8E,  
46-36.5N 036-53.0E, 46-37.2N 036-49.8E,  
46-49.7N 036-56.1E, 46-52.4N 037-02.5E.  
2. CANCEL THIS MSG 041700Z JUL.

(281120Z JUN 2003)

### SECTION III

NM 29/03

1255/03(44). BALTIC SEA.

UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE  
WITHIN ONE MILE OF 55-20.76N 014-45.27E.  
WIDE BERTH REQUESTED.

(281125Z JUN 2003)

1256/03 and 1257/03. CANCELED.

1258/03(35). SHETLAND ISLANDS.

PIPELAYING OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE BY  
M/V SOLITAIRE ALONG TRACKLINE JOINING 60-39.4N 001-12.2W,  
60-46.7N 001-22.7W, 60-44.2N 001-55.9W, 60-42.0N 002-22.3W,  
60-41.5N 002-32.5W, 60-36.8N 002-27.3W.

(281505Z JUN 2003)

1259/03 thru 1264/03. CANCELED.

1265/03(52). STRAIT OF SICILY.

VESSEL SINKING IN 36-57N 010-50E. VESSELS IN VICINITY  
REQUESTED TO KEEP A SHARP LOOKOUT,  
ASSIST IF POSSIBLE. REPORTS TO KELIBYA RADIO,  
PHONE: 216 7227 3466, FAX: 216 7227 6320.

(290650Z JUN 2003)

1266/03. CANCELED.

1267/03(36). NORTH ATLANTIC.

1. DERELICT 14 METER M/VADRIFT IN 49-20.5N 007-23.2W  
AT 291130Z JUN.
2. CANCEL THIS MSG 06 JUL.

(291645Z JUN 2003)

1268/03. CANCELED.

1269/03(35). SCOTLAND-WEST COAST. MISSILES.

1. HAZARDOUS OPERATIONS 1200Z TO 1800Z DAILY  
30 JUN THRU 04 JUL WITHIN 60 MILES OF 57-35N 009-30W.
2. CANCEL THIS MSG 041900Z JUL.

(291710Z JUN 2003)

1270/03 thru 1272/03. CANCELED.

1273/03(37). BAY OF BISCAY.

1. UNDERWATER OPERATIONS 01 THRU 03 JUL BY  
CABLESHIP LEON THEVENIN WITH SUBMERSIBLE WITHIN  
ONE MILE OF 47-07N 006-02W. WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 04 JUL.

(300755Z JUN 2003)

1274/03(37,52). NORTH ATLANTIC. FRANCE.

1. LORAN-C STATION SOUSTONS, RATE 6731-X, OFF AIR  
030700Z TO 031100Z JUL, ALTERNATE 040700Z TO 041100Z JUL.
2. CANCEL HYDROLANT 875/03(55).
3. CANCEL THIS MSG 041200Z JUL.

(300840Z JUN 2003)

1275/03. CANCELED.

1276/03(37). NORTH ATLANTIC. CELTIC SEA. FRANCE.

1. LORAN-C STATION LESSAY, RATES 6731-MASTER AND 7499-X, OFF AIR  
030700Z TO 031100Z JUL, ALTERNATE 040700Z TO 041100Z JUL.
2. CANCEL THIS MSG 041200Z JUL.

(300915Z JUN 2003)

1277/03(GEN). GPS SATELLITE SYSTEM.

1. PRN 21 UNUSABLE 031200Z TO 040001Z JUL.
2. CANCEL THIS MSG 040101Z JUL.

(301300Z JUN 2003)

1278/03 and 1279/03. CANCELED.

1280/03(35). ORKNEY ISLANDS.

CHART 35200 (7TH ED).  
TOR NESS LIGHT 58-46.7N 003-17.6W AT REDUCED INTENSITY.

(010205Z JUL 2003)

SECTION III

1281/03(24). BRAZIL-NORTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 030400Z JUL  
BY M/V TROPICALIENTE TOWING TWO 20 METER  
LONG CABLES IN AREA BOUND BY  
03-02.0S 038-58.8W, 03-05.1S 039-01.3W,  
03-01.8S 039-05.3W, 02-58.7S 039-02.8W.  
SIX MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 1251/03.
3. CANCEL THIS MSG 030500Z JUL.

(010500Z JUL 2003)

1282/03(14). NORTH ATLANTIC. ICE.

1. RADAR TARGET DETECTED IN 44-23N 055-38W AT 010317Z JUL.
2. CANCEL HYDROLANT 1271/03(35), AID RESTORED.
3. CANCEL THIS MSG 021425Z JUL.

(011425Z JUL 2003)

1283/03. CANCELED.

1284/03(35). SCOTLAND-EAST COAST.

PIPELAYING OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE  
BY M/V MORMAND MERMAID VICINITY OF TRACKLINE BETWEEN  
58-10N 001-23W AND 58-11N 001-20W.  
WIDE BERTH REQUESTED.

(020953Z JUL 2003)

## **SECTION III**

**NM 29/03**

### **NAVAREA XII**

Messages in force 031100Z July 2003:

2001 series 298(GEN)	2002 series 178(GEN)	339(GEN) 2003 series	166(19) 167(18)	169(GEN) 171(GEN)	172(GEN) 173(17,18)
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The summary of all NAVAREA XII messages in force as of 12 December 2002 is given in Section III of NM 52/02.  
Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

#### **NAVAREA XII WARNINGS issued from 261100Z June to 031100Z July 2003.**

168/03. CANCELED.

169/03(GEN). GPS SATELLITE SYSTEM.  
PRN 17 UNUSABLE.

(270001Z JUN 2003)

170/03. CANCELED.

171/03(GEN).

1. NAVAREA XII MESSAGES IN FORCE 281000Z JUN 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2003 SERIES: 166(19), 167(18), 169(GEN), 170(16,17).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02.  
WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03.
3. CANCEL NAVAREA XII 164/03.

(281020Z JUN 2003)

172/03(GEN). GPS SATELLITE SYSTEM.

1. PRN 21 UNUSABLE 031200Z TO 040001Z JUL.
2. CANCEL THIS MSG 040101Z JUL.

(301330Z JUN 2003)

173/03(17,18). NORTH PACIFIC. WASHINGTON. NAVTEX.  
NAVTEX STATION ASTORIA OFF AIR.

(012224Z JUL 2003)

### SECTION III

NM 29/03

#### HYDROPACS

Messages in force 031100Z July 2003:

2001 series	100(29)	787(73)	959(62)	1044(97)	1115(GEN)
1647(GEN)	167(95)	801(72)	960(63)	1047(76,83)	1117(62)
1976(62)	197(71)	816(94,97)	962(91)	1051(63)	1118(62)
2002 series	207(62)	819(62)	968(74)	1057(81)	1119(71)
146(62)	445(96)	860(81)	973(81)	1063(91)	1120(93)
205(GEN)	495(62)	865(81)	982(97)	1069(74)	1122(62,63)
206(GEN)	496(62)	874(81,97)	985(97)	1091(61)	1123(GEN)
207(93)	506(62)	875(97)	992(62)	1094(95)	1124(96)
352(73)	514(73)	878(93)	993(62)	1095(94,95)	1125(63)
403(72,73)	515(73)	880(63)	998(71)	1096(95)	1126(63)
637(75)	525(73,74)	886(96,97)	1003(71,93)	1097(94,95)	1127(63)
828(62)	570(62)	891(91)	1004(62)	1098(94,95)	1132(61)
1765(71)	638(62)	895(62)	1007(76)	1099(94,95)	1133(71)
1843(22)	647(74)	902(71)	1009(63)	1101(GEN)	1134(71)
2191(22)	649(71,93)	908(81)	1010(63)	1105(61)	1135(96)
2199(63)	667(62)	909(94,97)	1018(97)	1106(61)	1136(22)
2277(GEN)	743(62)	932(62)	1024(97)	1107(63)	1138(17,18)
2330(62)	744(29)	935(81)	1027(81)	1110(61)	1139(81)
2339(63)	760(63)	940(71)	1031(62)	1111(61)	
2402(22)	761(63)	952(71,93)	1036(81)	1113(63)	
2003 series	777(62)	956(83)	1041(71)	1114(63)	

The summary of all HYDROPACS in force as of 12 December 2002 is given in Section III of NM 52/02.  
Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

#### HYDROPAC WARNINGS issued from 261100Z June to 031100Z July 2003.

1097/03(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1000Z DAILY  
01 THRU 05, 07 THRU 12, 14 THRU 19,  
21 THRU 26 AND 28 THRU 31 JUL IN AREA  
BETWEEN 36-05N 36-35N AND 124-50E 125-42E.
2. CANCEL THIS MSG 311100Z JUL.

(261050Z JUN 2003)

1098/03(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 0000Z TO 1000Z DAILY  
01 THRU 05, 07 THRU 12, 14 THRU 19,  
21 THRU 26 AND 28 THRU 31 JUL IN AREA  
BOUND BY 36-35.0N 125-36.0E, 36-35.0N 124-50.0E,  
37-06.0N 124-50.0E, 37-10.2N 125-36.0E.
2. CANCEL HYDROPAC 2111/02(62), AID RESTORED.
3. CANCEL THIS MSG 311100Z JUL.

(261055Z JUN 2003)

1099/03(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1300Z DAILY  
01 THRU 05, 07 THRU 12, 14 THRU 19,  
21 THRU 26 AND 28 THRU 31 JUL IN AREA  
BETWEEN 35-35N 36-00N AND 125-00E 125-30E.
2. CANCEL THIS MSG 311400Z JUL.

(261110Z JUN 2003)

1100/03. CANCELED.

1101/03(GEN). GPS SATELLITE SYSTEM.

PRN 17 UNUSABLE.

(270004Z JUN 2003)

1102/03 thru 1104/03. CANCELED.

1105/03(61). INDIAN OCEAN. ORDNANCE.

1. UNDERWATER ORDNANCE DETONATIONS 010001Z  
TO 312359Z JUL IN AREA BETWEEN  
09-00S 13-00S AND 070-00E 073-00E.
2. CANCEL THIS MSG 010059Z AUG.

(270720Z JUN 2003)

## SECTION III

1106/03(61). INDIAN OCEAN. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 010001Z JUL TO 302359Z SEP:  
A. IN AREA BETWEEN 09-00S 13-00S AND 070-00E 073-00E.  
B. WITHIN 60 MILES OF 04-30S 075-30E.
2. CANCEL THIS MSG 010059Z OCT.

(270740Z JUN 2003)

1107/03(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0230Z TO 1230Z DAILY 01 THRU 07 JUL  
IN AREA BETWEEN 15-11N 15-13N AND 073-52E 073-57E.
2. CANCEL THIS MSG 071330Z JUL.

(270820Z JUN 2003)

1108/03 and 1109/03. CANCELED.

1110/03(61). MOZAMBIQUE.

- CHART 61020 (2ND ED).  
PONTA DA BARRA FALSA LIGHT 22-57.1S 035-35.1E UNLIT.

(272253Z JUN 2003)

1111/03(61). INDIAN OCEAN.

1. DERELICT EIGHT METER VESSEL TRUE SPIRIT,  
ORANGE AND BLACK HULL, ADRIFT VICINITY  
18-56S 054-27E AT 270900Z JUN.  
REPORTS TO MRCC LA REUNION,  
PHONE: 2622 6243 4343.
2. CANCEL THIS MSG 05 JUL.

(280220Z JUN 2003)

1112/03. CANCELED.

1113/03(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0230Z TO 1130Z DAILY 01 THRU 07 JUL  
WITHIN 25 MILES OF 14-01.0N 074-19.6E.
2. CANCEL THIS MSG 071230Z JUL.

(280705Z JUN 2003)

1114/03(63). INDIA-EAST COAST. ROCKETS.

1. HAZARDOUS OPERATIONS 0930Z TO 1200Z DAILY 01 THRU 11 JUL  
WITHIN 60 MILES OF 13-41.6N 080-14.0E.
2. CANCEL HYDROPAC 1112/03(74).
3. CANCEL THIS MSG 111300Z JUL.

(280710Z JUN 2003)

1115/03(GEN).

1. HYDROPAC MESSAGES IN FORCE 281000Z JUN 2003. ONLY THOSE  
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2003 SERIES: 860(81), 865(81), 874(81,97), 875(97), 878(93),  
880(63), 884(75), 886(96,97), 891(91), 895(62), 902(71),  
908(81), 909(94,97), 911(95), 912(95), 913(94,95), 921(95),  
922(94,95), 923(93), 932(62), 935(81), 936(61), 940(71),  
952(71,93), 956(83), 959(62), 960(63), 962(91), 965(63),  
968(74), 973(81), 982(97), 985(97), 992(62), 993(62),  
998(71), 1003(71,93), 1004(62), 1007(76), 1009(63),  
1010(63), 1018(97), 1024(97), 1027(81), 1031(62), 1036(81),  
1041(71), 1044(97), 1047(76,83), 1051(63), 1053(97),  
1057(81), 1063(91), 1069(74), 1082(71), 1085(63),  
1086(62,63), 1087(63), 1088(62), 1089(63), 1091(61), 1093(22),  
1094(95), 1095(94,95), 1096(95), 1097(94,95), 1098(94,95),  
1099(94,95), 1100(62), 1101(GEN), 1105(61), 1106(61),  
1107(63), 1108(63), 1110(61), 1111(61), 1113(63), 1114(63).
2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS OF 12 DEC 2002  
IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING  
THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03.
3. CANCEL HYDROPAC 597/00, 196/02, 592/03, 593/03, 752/03,  
829/03, 849/03, 858/03, 1060/03, 1090/03.

(281050Z JUN 2003)

1116/03. CANCELED.

1117/03(62). STRAIT OF TIRAN.

- CHART 62222 (5TH ED).  
RACON AT:  
1. ENTERPRISE PASSAGE LIGHT 27-58N 034-26E OFF AIR.  
2. GORDON REEF LIGHT 27-59N 034-27E OFF AIR.

(281155Z JUN 2003)

### SECTION III

NM 29/03

1118/03(62). GULF OF SUEZ. EGYPT.  
CHART 62191 (15TH ED).  
RACON AT JAZIRAT SHAKIR LIGHT 27-27N 034-02E OFF AIR.

(281205Z JUN 2003)

1119/03(71). SOUTH CHINA SEA.  
1. DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 05-18.2N 114-51.6E AT  
281447Z JUN. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP  
LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO SINGAPORE PORT  
OPERATIONS CONTROL CENTER, TELEX: 8720021,  
PHONE: 656 226 5539, FAX: 656 227 9971.  
2. CANCEL HYDROPAC 1116/03(57), VESSEL ASSISTED.

(282056Z JUN 2003)

1120/03(93). GULF OF TONKIN.  
1. SEISMIC SURVEY IN PROGRESS UNTIL 15 JUL  
BY M/V ORIENT EXPLORER TOWING  
THREE MILE LONG CABLE IN AREA BETWEEN  
19-42N 20-04N AND 106-41E 107-17E.  
2. CANCEL HYDROPAC 923/03.  
3. CANCEL THIS MSG 16 JUL.

(290824Z JUN 2003)

1121/03. CANCELED.

1122/03(62,63). ARABIAN SEA.  
1. FIVE CONTAINERS ADRIFT IN 12-01N 057-05E AT 271015Z JUN.  
2. CANCEL THIS MSG 07 JUL.

(300345Z JUN 2003)

1123/03(GEN). GPS SATELLITE SYSTEM.  
1. PRN 21 UNUSABLE 031200Z TO 040001Z JUL.  
2. CANCEL THIS MSG 040101Z JUL.

(301335Z JUN 2003)

1124/03(96). SEA OF OKHOTSK.  
HYDROGRAPHIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE  
IN AREA BOUND BY 54-20.0N 153-59.5E, 55-14.0N 153-59.5E,  
55-14.0N 155-26.4E, 54-20.0N 155-39.9E.

(301400Z JUN 2003)

1125/03(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.  
1. HAZARDOUS OPERATIONS 0330Z TO 1530Z DAILY 01 AND 04 JUL  
IN AREA BOUND BY 09-57.6N 075-59.5E, 09-57.7N 076-14.2E,  
09-40.0N 076-14.5E, 09-42.5N 076-09.5E.  
2. CANCEL THIS MSG 041630Z JUL.

(301430Z JUN 2003)

1126/03(63). INDIA-EAST COAST. HAZARDOUS OPERATIONS.  
1. HAZARDOUS OPERATIONS 030530Z TO 030730Z JUL WITHIN  
11 MILES OF 13-07.3N 080-18.1E.  
2. CANCEL THIS MSG 030830Z JUL.

(301445Z JUN 2003)

1127/03(63). INDIA-WEST COAST. ROCKETS.  
1. HAZARDOUS OPERATIONS 1330Z TO 1600Z DAILY  
02 AND 03 JUL WITHIN 75 MILES OF  
08-31.9N 076-52.1E.  
2. CANCEL THIS MSG 031700Z JUL.

(301600Z JUN 2003)

1128/03 thru 1131/03. CANCELED.

1132/03(61). INDIAN OCEAN. GUNNERY  
1. GUNNERY EXERCISES 030500Z TO 030800Z JUL  
IN AREA BETWEEN 12-56S 13-04S AND 045-16E 045-22E.  
2. CANCEL THIS MSG 030900Z JUL.

(010607Z JUL 2003)

1133/03(71). STRAIT OF MALACCA. GUNNERY.  
1. GUNNERY EXERCISES 0001Z TO 1601Z DAILY  
01 THRU 05, 07 THRU 12, 14 THRU 19, 21 THRU 26  
AND 28 THRU 31 JUL IN AREA BOUND BY 04-33N 099-48E,  
04-14N 100-17E, 04-53N 100-06E.  
2. CANCEL THIS MSG 311701Z JUL.

(010635Z JUL 2003)

**SECTION III**

1134/03(71). SOUTH CHINA SEA.

1. SEISMIC SURVEY IN PROGRESS UNTIL 25 SEP  
BY M/V GECO EMERALD TOWING 2.7 MILE  
LONG CABLE IN AREA BETWEEN  
03-19N 03-30N AND 112-27E 112-58E.
2. CANCEL HYDROPAC 1082/03.
3. CANCEL HYDROPAC 1088/03(62), BUOY ON STATION.
4. CANCEL THIS MSG 26 SEP.

(010650Z JUL 2003)

1135/03(96). SEA OF OKHOTSK.

1. GEOPHYSICAL SURVEY 05 JUL THRU 30 SEP BY  
M/V RAMFORM VANGUARD TOWING TEN 5000 METER LONG  
CABLES IN AREA BOUND BY  
54-19N 142-46E, 54-17N 142-36E, 54-25N 142-14E,  
54-37N 142-00E, 55-00N 142-28E, 54-51N 142-53E,  
54-29N 143-00E, 54-10N 143-41E, 53-59N 143-19E.  
2.7 MILE BERTH REQUESTED.
2. CANCEL THIS MSG 01 OCT.

(010930Z JUL 2003)

1136/03(22). SOUTH PACIFIC. PERU.

1. DERELICT F/V GAVIOTA ADRIFT VICINITY 09-35S 080-30W.
2. CANCEL THIS MSG 08 JUL.

(011745Z JUL 2003)

1137/03. CANCELED.

1138/03(17,18). NORTH PACIFIC. WASHINGTON. NAVTEX.

NAVTEX STATION ASTORIA OFF AIR.

(012229Z JUL 2003)

1139/03(81). NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 121.5 MHZ IN 04-51.1N 142-14.7E  
AT 020232Z JUL. VESSELS IN VICINITY REQUESTED TO KEEP A  
SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO RCC GUAM,  
TELEX: 392401, PHONE: 671 339 6100.

(020505Z JUL 2003)

**MARAD ADVISORIES**

MARAD ADVISORIES rapidly disseminate information on government policy, danger and safety issues pertaining to vessel operations and other timely maritime matters. They are periodically issued by the U.S. Maritime Administration (MARAD) to vessel masters, operators, and other U.S. maritime interests.

The text of all in-force MARAD ADVISORIES may be obtained by accessing the NIMA Maritime Safety Information website ([http://164.214.12.145/warn/warn\\_j\\_query.html](http://164.214.12.145/warn/warn_j_query.html)), by referring to Section I (paragraph 50) of US Notice to Mariners 1/03 for those in-force as of 19 December 2002, or by contacting the Maritime Administration Office of Ship Operations, Code MAR-613, Room 2123, 400 Seventh Street S.W., Washington DC 20590, Telephone (202) 366-5735, FAX (202) 366-3954, TLX II 710-822-9426 (MARAD DOT WSH).

MARAD ADVISORIES in force 3 July 2003: 00-7, 01-1, 01-7, 02-2, 02-5, 02-7 and 03-4.

**SPECIAL WARNINGS**

SPECIAL WARNINGS, primarily intended to announce official government proclamations affecting shipping, are broadcast as needed. They are numbered consecutively and further promulgated in the Notice to Mariners.

The text of all in-force SPECIAL WARNINGS may be obtained by accessing the NIMA Maritime Safety Information website ([http://164.214.12.145/warn/warn\\_j\\_query.html](http://164.214.12.145/warn/warn_j_query.html)) or by referring to Section I (paragraph 7) of US Notice to Mariners 1/03 for those in-force as of 19 December 2002 and in Notice to Mariners 14/03.

SPECIAL WARNINGS in force 3 July 2003: 1, 29, 77, 81, 82, 89, 92, 95, 107, 108, 111, 113, 114, 115, 116, 117, 118, 119, 120 and 121.

**MARINE INFORMATION****UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE**

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, provides information for all radionavigation systems. The NIS is staffed 24 hours a day, 7 days a week, providing information on the current operational status, effective policies, and general information for GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM) and the latest Notice Advisory to Navstar Users (NANU). NANU notices can also be obtained via e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/default.htm>). In addition, the NIS investigates all reports of degraded or loss of GPS, DGPS or LORAN-C service. Mariners are encouraged to report all degradation of radionavigation services to the NIS via any of the following: Phone: 703-313-5900, Email: [webmaster@navcen.uscg.mil](mailto:webmaster@navcen.uscg.mil), or on the World Wide Web at <http://www.navcen.uscg.gov>.

## MARINE INFORMATION REPORT AND SUGGESTION SHEET INSTRUCTIONS

We value your suggestions to improve our products. The Marine Information Report and Suggestion Sheet is provided for users to submit corrective information. Please be complete and accurate in your description/suggestion and include the information as detailed below:

**Observer:** name(s) of person(s) making observation and rank, rate or title.

**Ship/Organization:** name of vessel or organization.

**Address:** complete mailing address. Also include telephone number, fax, and/or e-mail address, if available, in case clarification is required.

**Date of Observation:** day, month and year at which the observation was made.

**Time of Observation:** local time at which the observation was made.

**Latitude/Longitude:** exact position of the observation expressed as accurately as possible.

**Datum:** horizontal datum to which the observed position is referred (e.g. WGS, NAD83, local foreign datum, etc.).

**Navigation System:** method used to determine the position of the observation (e.g. radar, GPS, Loran, etc.).

Include details about the equipment used, if deemed pertinent.

**Verified by Navigator:** indicate whether observation was verified by navigator.

**Product(s) Affected:** product number(s) and/or name(s) to which the observation applies (e.g. Chart 62400, Sailing Directions Pub. 127, etc.).

**Edition:** edition number and/or year of affected product.

**Latest correction applied:** the latest Notice to Mariners to which your copy of affected product has been corrected.

**Sounding sensor or method used:** equipment or method used to collect soundings. When reporting soundings, please provide an annotated echogram, if available, for verification.

**Soundings corrected for draft:** indicate whether soundings have been corrected for vessel's draft. If not, please include observed draft along with the details of information reported.

**Details of Information Reported:** use this space to provide details of the observation/suggestion. When referring to a charted feature, please describe it exactly as it appears on the chart. When referring to a publication, please indicate page number(s) and line number(s) or station number(s) as applicable. Use additional sheets as necessary and include diagrams, photocopies of the product(s) involved and/or photographs to describe observations in greater detail. If possible, include the designation, point of contact, telephone number, fax number and/or e-mail address of the local port authority to enable NIMA to update our records and obtain additional or later information.

**User Feedback:** use this space to provide feedback and suggestions for improving NIMA's products and services.

Please detach, fold and mail the pre-addressed form and include any other relevant material or supporting information.

Reports which present an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. In general, these hazards would include major aids to navigation anomalies, discovery of obstructions or shoals with depths of less than 30 meters, floating dangers to shipping, and any situation deemed critical to safety of life at sea. For further information consult Notice to Mariners No. 1, paragraph 44 (Worldwide Navigational Warnings Service).

Due to the large volume of information received, NIMA cannot acknowledge receipt of every report. Some reports containing useful data are filed for use in the compilation of the next edition of the affected product. Others confirm or clarify previously reported information. Echogram traces are digitized and become part of NIMA's Bathymetric Data Base. Acknowledgment is made by inclusion in the Observer's List of the Notice to Mariners (page ii), or in some cases by letter from the Agency involved.

For additional information about various Hydrographic Reports, consult The American Practical Navigator (Chapter 30).

# **MARINE INFORMATION REPORT AND SUGGESTION SHEET**

Observer \_\_\_\_\_ Ship/Organization \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Email address \_\_\_\_\_

Date of Observation \_\_\_\_\_ Time of Observation (Local) \_\_\_\_\_

Latitude \_\_\_\_\_ Longitude \_\_\_\_\_ Datum \_\_\_\_\_

Navigation System \_\_\_\_\_ Verified by Navigator: Yes \_\_\_\_\_ No \_\_\_\_\_

Product(s) Affected \_\_\_\_\_ Edition \_\_\_\_\_

Latest correction applied: N.M. \_\_\_\_\_

Sounding sensor or method used \_\_\_\_\_ Sounding(s) corrected for draft: Yes \_\_\_\_\_ No \_\_\_\_\_

Details of Information Reported (continue on additional sheets as necessary) \_\_\_\_\_

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User Feedback (continue on additional sheets as necessary)

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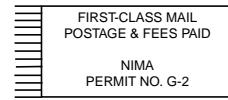
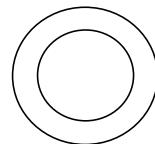
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**MARITIME SAFETY INFORMATION DIVISION  
ST D44  
NATIONAL IMAGERY AND MAPPING AGENCY  
4600 SANGAMORE ROAD  
BETHESDA MD 20816-5003**

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## ARCTIC MARITIME SAFETY INFORMATION REPORT SHEET

Observer \_\_\_\_\_

Ship/Organization \_\_\_\_\_

Phone \_\_\_\_\_ Email Address\_\_\_\_\_

Describe Hazard (e.g. dredge, buoy, current meter, operations): \_\_\_\_\_

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Depth water column is occupied (e.g. "bottom to surface", "surface to 500m"): \_\_\_\_\_

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Date of Insertion \_\_\_\_\_ Date of Removal \_\_\_\_\_

If observed, Date \_\_\_\_\_ Time (Local) \_\_\_\_\_

Latitude \_\_\_\_\_ Longitude \_\_\_\_\_ Datum \_\_\_\_\_

Navigation System \_\_\_\_\_ Verified by Navigator: Yes \_\_\_\_\_ No \_\_\_\_\_

Sounding sensor or method used \_\_\_\_\_

Sounding(s) corrected for draft: Yes \_\_\_\_\_ No \_\_\_\_\_

Details of Information Reported (continue on additional sheets as necessary): \_\_\_\_\_

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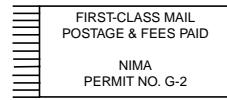
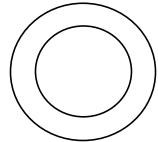
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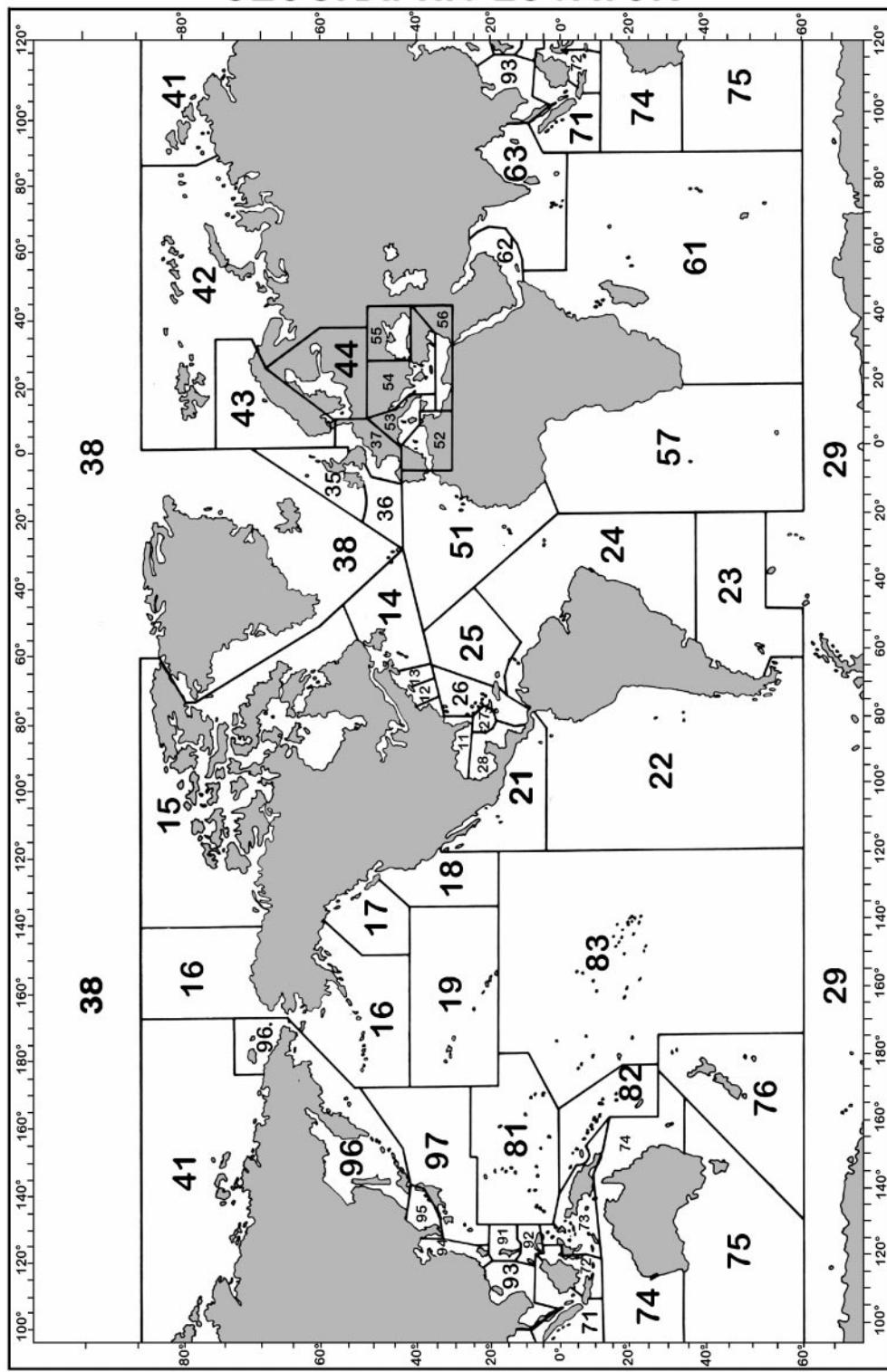
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**MARITIME SAFETY INFORMATION DIVISION  
ST D44  
NATIONAL IMAGERY AND MAPPING AGENCY  
4600 SANGAMORE ROAD  
BETHESDA MD 20816-5003**



## GEOGRAPHIC LOCATOR



For chart numbering purposes, the world is divided into nine regions, each corresponding to the geographic limits of one of the nine regions in the NIMA Catalog of Maps, Charts, and Related Products, Part 2-Hydrographic Products, Volume 1. Each Region is further subdivided into the numbered Subregions in the above graphic. The first two digits of all five-digit chart numbers indicate the geographic subregion to which the chart pertains. Users can locate corrections in this Notice for charts of their immediate interest by determining the two-digit Sub-region number of the pertinent geographic area, and then turning to the page or pages that list the chart numbers beginning with those two digits.

AFTER 5 DAYS RETURN TO

DEFENSE SUPPLY CENTER RICHMOND

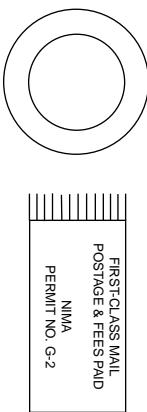
ATTN: JNAH

8000 JEFFERSON DAVIS HIGHWAY  
RICHMOND, VIRGINIA 23297-5338

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE \$500

FIRST CLASS



**IMPORTANT  
NAVIGATIONAL INFORMATION  
TIME-DATED**



**NOTICE TO  
MARINERS**

**PLEASE EXPEDITE DELIVERY**